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American Railroad Journal.

New York, Saturday, February 8, 1862.

What Government Pays for Railroad Transportation.

The Government pays for railroad transportation according to the following rates:—

Per passenger per mile, 2 cents for distance moved.

Equipments, munitions, and supplies accompanying regiments:

30 miles or less, 10 cents per	100 pounds.
50 " 15 cents per	100 "
100 " 25 " "	100 "
150 " 40 " "	100 "
200 " 50 " "	100 "
300 " 75 " "	100 "
350 to 400 miles, not exceeding 90 cts. per	100 "
Special express trains	\$1 per mile.

For horses, etc.:

1 animal counts	3,000 pounds.
2 animals count as	4,000 "
3 " "	5,000 "
4 " "	6,500 "
5 " "	8,000 "
6 " "	9,000 "
7 " "	10,000 "
8 " "	11,000 "
9 " "	12,000 "

14 animals, 18,000 pounds, count as a full car load.

Provisions and heavy freights, 2 to 3 cents per ton of 2,000 pounds per mile. Dry goods, cloth-

ing and light goods, 3 to 5 cents per ton of 2,000 pounds per mile. One large car-load is reckoned as nine tons.

Western (Mass.) Railroad.

The receipts from operations of this road for the fiscal year ending November 30, 1861, were:

From passengers	\$ 613,365 08
" freight	1,164,320 23
" mails and other sources	116,882 65
	\$1,894,567 96

And the expenses were:

Repairs of roadway	\$244,617 16
" engines	82,075 69
" cars	125,914 44
" buildings, ferry, etc.	84,878 48
Transportation expenses	523,637 50
General expenses	20,447 90
	1,081,571 17

Net balance of income

From this deduct—	\$812,996 79
Interest on State loans and exchanges	\$338,952 43
One per cent. to sinking fund	50,000 00
Eight per cent. dividends	412,000 00
	800,952 43

Surplus carried to contingent fund

Add balance of do., Nov. 30, 1860	\$12,044 36
	400,644 33
	\$412,688 69
Loss on Pittsfield and N. Adams R.R.	7,939 81

Total contingent fund Nov. 30, 1861..

Included in the above expenses are \$92,127 75

paid on account of loss by fire at East Albany, July 5, 1861, whereby the entire station buildings were consumed, also one of the bridges leading from the island to the main land, a large amount of merchandise, and 67 freight cars, all so far destroyed as to require rebuilding. Several canal boats lying in the canal were also with their contents destroyed. The work of rebuilding was immediately commenced, and at the date of the report the buildings were nearly complete. Of the amount paid, as above, and charged to current expenses, \$31,058 10 was for merchandise destroyed, and the balance, \$61,069 65, for materials and labor in rebuilding. To complete the contracts the further sum of \$16,507 22 will be required; and to pay the unsettled losses on goods

\$4,580 79—thus making the total loss, exclusive of freight cars \$113,143 76, of which \$21,016 01 will be a charge upon the income of the current year. During the past year 60 new freight cars have been added, making the car account but 7 short of what it was at the commencement of the year. From 6 to 8 a month were being built in the company's shops, so that by the 1st of January last the whole number was probably made good.

The road and rolling stock have been thoroughly cared for, and are in good condition. About 11 miles of second track have been built during the year—leaving less than 48 miles to complete the whole second track between Worcester and Albany.

The earnings of the Pittsfield and North Adams Railroad were \$36,538 37, and the expenses \$17,478 18—leaving net earnings \$19,060 19. Two dividends of 3 per cent. each, amounting to \$27,000, were paid—the deficiency \$7,939 81, being supplied by the Western Railroad Company.

A comparison of the earnings and expenses of the past with those of the previous year show an increase in the former of \$13,217 24, and in the latter of \$88,474 87.

The equipment of the road consists of 18 passenger and 54 freight locomotives; 39 first class and 8 second class passenger, 12 baggage, 790 box, 261 platform, 80 gravel and 46 hand cars. Also 54-236ths of 24 passenger and 7 baggage cars of the New York and Boston Express Line.

The number of miles run by passenger trains was 382,845, by freight trains 804,136, by all other trains, 47,036—total miles run 1,234,018.

The number of passengers carried in the cars was 563,540; number carried one mile 23,009,035; number carried one mile to and from other roads, 15,411,171. The number of tons of merchandise carried in the cars was 508,179; number carried one mile, 47,924,408; number carried one mile to and from other roads, 35,607,511. An aggregate of 70,933,443 passengers or tons of freight carried one mile in 1861, against 69,163,676 in 1860.

The cost of transportation for each passenger and each ton of freight one mile in 1861 was 1.525 cent, against 1.436 cent in 1860, or assuming the cost of transporting each ton of freight to equal the cost of two passengers the same distance, we find

the cost in 1861 to be .910 cent per passenger, and 1.820 cent per ton for freight, against .888 cent per passenger and 1.766 cent per ton for freight per mile in 1860.

The cost of the Western, Albany and West Stockbridge, and Hudson and Boston Railroads to November 30, 1861, has been as follows:

Western Railroad.....	\$7,454,187 40
Albany and West Stockbridge R.R.	2,388,359 22
Hudson and Boston Railroad.....	183,888 98
West Stockbridge Railroad.....	13,000 00
Equipment.....	1,095,712 97

Total.....\$11,135,098 57

The means provided for the construction and equipment of the same has been as follows:

Capital stock.....	\$5,150,000 00
Sterling bonds.....	5,319,520 00
Albany city bonds.....	1,000,000 00

Total means.....\$10,469,520 00

Am't paid sinking funds.....459,578 62

\$10,009,941 38

Dollar bonds and Hudson loan....954,000 00

10,961,941 38

Balance expended more than realized from construction funds.....\$173,157 19

It will be seen by reference to the annexed balance sheet, that the present total value of the sinking fund is \$2,500,292 49; of this sum the above amount of \$459,578 62 was derived from construction funds, and from the proceeds of shares, leaving as actual profits \$2,040,713 87—equal to \$39 62 to each share of stock. Add to this the undivided earnings or contingent fund, \$404,802 04, and it will be seen that the proportion of profits undivided to each share of stock on the 30th of November last was about \$47 48. The report says:

These rapidly accumulating funds, now making certain the easy extinguishment of the debts for which they were created, may well command the attention of the stockholders, and in order that all may understand the direct interest that each share of stock has in these funds, it may be proper to state their nature and origin, and the proportion of them that are profits. Of the amount now composing these funds, \$459,598 60 was originally paid to the commissioners from funds provided for the construction of the road; the balance has been derived from contributions out of the earnings of the road, and from the accumulation of interest, and consequently so much is added to the direct value of the shares, and although not now available as affording a direct annual income to the stockholders, these accumulations of interest together with the fifty thousand dollars annually paid from the earnings of the road are now adding yearly to the value of each share of stock about four dollars, a sum which will annually increase with the increase of interest upon the funds, and it is safe to say in ten years will liquidate the debt.

BALANCE SHEET.

Cost of road and equipment.....	\$11,135,152 57
Notes receivable.....	19,794 35
Hudson River Bridge stock.....	15,120 00
Materials.....	300,848 45
Cash.....	115,926 52
Ledger balances due from individuals and corporations.....	155,327 85
Commissioners of Mass. sinking fund.....	\$1,775,789 95
Trustees of Albany sinking fund.....	724,502 54
	2,500,292 49
	\$14,242,462 23

Capital stock, 51,500 shares.....	\$5,150,000 00
\$299,900 sterling bonds.....	4,319,520 00
Albany city bonds.....	1,000,000 00
Hudson and Boston Railroad loan.....	150,000 00
Dollar bonds.....	802,000 00
Notes payable.....	76,000 00
Unclaimed dividends and interest.....	6,088 00
Dividend No. 35.....	206,000 00
Interest accrued, not due.....	69,766 00
Ledger balances due individuals and corporations.....	17,572 32
Accumulated sinking fund profits.....	2,040,713 87
Contingent fund.....	404,802 04
	\$14,242,462 23

Receipts and expenses of the Western and the Albany and West Stockbridge Railroads, 1859 to 1861, inclusive:

	Cost.	Length.	Passenger.	Merchandise.	Mail, &c.	Total.	Expenses.	Net.	Dividends.
1839 (3 months)	\$1,500,000	54.57	\$13,472 94	\$4,136 21	\$1,169 15	\$17,609 15	\$14,380 64	\$3,228 51	.....
1840.....	2,016,969	77.61	70,820 79	38,359 78	3,166 82	112,347 39	62,071 72	50,275 67	.....
1841.....	6,235,026	120.16	113,841 85	64,467 14	4,000 00	182,308 99	132,501 45	49,807 54	.....
1842.....	7,097,190	156.03	226,446 63	226,674 61	19,566 84	512,688 28	266,619 30	246,068 98	.....
1843.....	7,501,204	156.03	275,139 64	276,696 19	23,046 68	575,882 51	303,973 06	269,909 45	.....
1844.....	7,686,292	156.03	354,694 04	371,117 84	23,926 88	753,752 72	314,074 20	439,678 52	.....
1845.....	7,741,764	156.03	366,753 02	420,717 30	26,009 83	813,480 15	370,621 25	442,858 90	.....
1846 (11 months)	8,185,788	156.03	389,861 42	459,365 18	29,191 29	878,417 89	412,679 50	465,738 39	.....
1847.....	8,769,474	156.03	502,321 92	745,948 66	37,668 48	1,325,336 06	676,659 75	648,676 31	.....
1848.....	9,900,153	156.03	551,028 43	745,909 76	35,120 10	1,332,068 29	652,387 11	679,681 19	.....
1849.....	9,926,917	156.03	551,578 25	745,909 76	35,120 10	1,332,068 29	652,387 11	679,681 19	.....
1850.....	9,963,708	156.03	590,743 74	740,493 53	36,015 47	1,366,282 47	607,549 38	758,732 94	.....
1851.....	9,953,758	156.03	602,627 05	714,562 92	36,324 36	1,353,894 63	697,756 20	756,138 43	.....
1852.....	9,853,759	156.03	615,490 87	685,062 85	39,329 37	1,359,373 09	656,687 17	683,194 92	.....
1853.....	9,563,268	156.03	653,290 01	745,913 87	45,718 04	1,525,223 02	773,487 97	746,736 07	.....
1854.....	9,953,268	156.03	766,502 91	925,975 37	42,468 03	1,653,944 26	1,045,241 19	718,703 07	.....
1855.....	10,495,504	173.36	763,037 32	1,007,992 84	67,831 59	1,988,861 75	1,236,659 74	692,202 01	.....
1856.....	10,495,504	173.36	812,890 09	1,207,788 61	95,151 30	2,115,820 05	1,232,219 48	887,600 59	.....
1857.....	11,779,281	173.36	808,977 37	1,007,188 62	93,179 49	1,910,342 48	1,053,118 55	857,223 93	.....
1858.....	10,881,281	173.36	673,442 25	968,516 38	94,734 97	1,767,263 60	890,930 40	804,363 20	.....
1859.....	11,030,279	173.36	679,121 23	968,305 00	91,240 21	1,881,360 72	936,920 12	944,440 60	.....
1860.....	11,029,079	173.36	679,991 87	1,101,118 64	99,240 21	1,881,360 72	993,096 30	888,264 42	.....
1861.....	11,635,098	173.36	613,365 09	1,164,320 23	116,852 65	1,891,567 96	1,081,571 17	812,996 79	.....

Grain Trade of Philadelphia.

The following comparative table will show the foreign exports of flour and grain from January 1st to December 31st, in each of the years indicated:

Year.	Flour, barrels.	Wheat, bushels.	Corn, bushels.	Corn Meal, barrels.
1861.	362,552	2,064,988	803,235	31,672
1860.	295,137	811,961	390,369	49,357
1859.	172,944	54,434	50,115	44,464
1858.	219,871	83,199	468,881	39,773
1857.	198,867	190,400	625,526	48,572
1856.	342,035	684,092	1,657,238	92,603

National Debt of England.

We copy from the *London Money Market Review* the following statement in reference to the National Debt of England. It may well be studied as representing the future of this country. If we go on for the future, as we have for the past year, we shall soon rival our parent country in the vastness and oppressiveness of our national debt:

Year.	War or Peace.	National Debt.	Interest.
1691.	War with France.	£3,130,000	£232,000
1697.	Peace of Ryswick.	14,522,925	1,322,519
1702.	War of the Spanish Succession.	12,767,225	1,216,324
1713.	Peace of Utrecht.	34,699,847	3,004,287
1718.	War with Spain.	40,379,684	2,965,889
1721.	Peace.	64,408,108	2,865,380
1739.	War of right of search with Spain.	46,613,883	2,030,894
1742.	War of the Austrian Succession.	51,847,323	2,157,136
1748.	Peace of Aix la Chapelle.	75,812,132	3,166,765
1756.	Commencement of the 7 years war.	74,575,025	2,753,566
1763.	Termination of do.	132,716,049	5,083,733
1773.	Termination of do.	126,842,811	4,703,519
1783.	Termination of do.	231,843,631	9,065,586
1793.	Commencement of first revolution.	247,874,434	9,711,238
1802.	Peace of Amiens.	537,653,008	20,266,551
1803.	Second revolution war with France.	547,733,796	20,812,962
1815.	Termination of the French war.	861,033,049	32,645,618
1815.	War with Russia.	776,215,519	27,365,859
1866.	Termination of do.	808,108,722	28,650,039
1869.	Peace.	806,078,554	28,204,299

These figures speak for themselves. It is war, and war alone, that has left us saddled with this mountain of debt.

The following are the particulars of the component parts of the existing National Debt.

GREAT BRITAIN.		IRELAND.	
New Annuities at 2½ per cent.	£2,965,980 13 3	New Annuities at 2½ per cent.	3,080 0 0
Exchequer Bonds at 2½ per cent.	418 300 0 0	Reduced Three per cents.	125,645 0 3
Debt due Bank of England at 3 per cent.	11,015,100 0 0	Debt due Bank of Ireland at 3½ per cent	32,929,438 9 8
Three per cent. Consols.	400,363,107 19 9	New Annuities, at 5 per cent.	2,630,769 4 8
Reduced Three per cents.	114,661,163 7 1	Total in Ireland.	2,000 0 0
New Three per cents.	213,072,180 8 4	Total fixed debt of the United Kingdom on the 31st March, 1861.	£786,119,609 7 7
New Annuities at 3½ per cent.	240,746 6 4		
Do do	430,603 15 11		
Total in Gt. Britain	£743,167,182 10 8		

The interest paid during the last financial year was as follows:

GREAT BRITAIN.		IRELAND.	
Three per cent. Consols.	£12,059,599 12 4	Three per cent. Consols.	£187,324 17 0
Three per cents Reduced.	3,498,840 13 11	Three per cents Reduced.	3,756 5 0
New Three per cents.	6,377,067 15 8	New Three per cents.	1,023,982 16 11
New Three-and-a-half per cents.	8,426 2 4	New Five per cents.	100 0 0
New Five per cents.	21,587 9 8	New Two-and-a-half per cents.	77 0 0
New Two-and-a-half per cents.	74,812 4 2	Total	£1,215,240 18 11
Sinking Fund Two-and-a-half per cent.	6,906 14 7	Interest on debt of Bank of England	330,453 0 0
Exchequer Bonds for 1853.	11,503 5 0	Do. Bank of Ireland	85,500 0 0

Total in Gt. Britain £22,058,743 17 5

GREAT BRITAIN.		IRELAND.	
Three per cent. Consols.	£187,324 17 0	Three per cent. Consols.	£187,324 17 0
Three per cents Reduced.	3,756 5 0	Three per cents Reduced.	3,756 5 0
New Three per cents.	1,023,982 16 11	New Three per cents.	1,023,982 16 11
New Five per cents.	100 0 0	New Five per cents.	100 0 0
New Two-and-a-half per cents.	77 0 0	New Two-and-a-half per cents.	77 0 0
Total	£1,215,240 18 11	Total	£1,215,240 18 11
Interest on debt of Bank of England	330,453 0 0	Interest on debt of Bank of Ireland	85,500 0 0
Do. Bank of Ireland	85,500 0 0	English Life Annuities.	1,021,605 13 2
English Life Annuities.	1,021,605 13 2	Irish do. do.	23,352 19 0
Irish do. do.	23,352 19 0	Exchequer Annuities	13,646 0 0
Exchequer Annuities	13,646 0 0	Annuities for terms of years.	302,288 2 0
Annuities for terms of years.	302,288 2 0	Naval and Military Pension	585,740 0 0
Naval and Military Pension	585,740 0 0	Unclaimed dividends	142,114 3 5
Unclaimed dividends	142,114 3 5	Interest on Exchequer Bonds	100,000 0 0
Interest on Exchequer Bonds	100,000 0 0	Interest on Exchequer Bills:	
Interest on Exchequer Bills:		Deficiency	1,856 5 0
Deficiency	1,856 5 0	Supply	298,230 18 9
Supply	298,230 18 9		

Net charge of management of Funded Debt £26,178,771 17 8

Deduct interest on stock purchased on account of donations and bequests... 23,363 17 4

Total charge for Interest... £26,231,078 9 10

The total amount of unfunded debt on the 31st March, 1861, was £16,689,000: being £13,089,000 Exchequer Bills, and £3,600,000 Exchequer Bonds. The Exchequer Bonds fall due as follows: One million on the 8th of May, 1862; another million on the 8th of May, 1863; a third million on the 8th of May, 1864; and the remaining six hundred thousand pounds on the 8th of May, 1865.

Liability of Common Carriers.

WHEN A CONSIGNEE REFUSES TO RECEIVE GOODS, THEIR STORAGE BY THE CARRIER WITH A RESPONSIBLE WAREHOUSEMAN DISCHARGES HIM FROM LIABILITY. THE WAREHOUSEMAN THEN BECOMES THE AGENT OF THE OWNER.

On the 8th of April, 1858, there was delivered to the American Express Company, a box of goods for transportation, marked "J. H. Scott, Lyons, Iowa," for which the company gave a receipt, expressing their undertaking to forward and deliver the articles. The receipt did not disclose the name of the shipper or owner of the package. There was a charge upon the package of \$1.67, which was to be paid by the consignee on the delivery of the box to him. The package was duly forwarded by the Express Company to Lyons, the place of its destination, and was there tendered to the consignee, in good order, who refused to receive the box or pay the charges. Whereupon the box was stored in the care of responsible parties at Lyons, with whom the company was in

the habit of storing goods. Within a short time after such storage, the premises upon which the box was stored were entered by robbers, and the box and contents feloniously taken away. The action was brought by the plaintiff on the ground of the alleged neglect and refusal of the company to deliver the box or to return the same to the plaintiff.

At the trial of the action in the Common Pleas of the City and County of New York, a judgment was rendered for the defendant, who then appealed to the General Term of the same Court. The appellant argued that the business of the American Express Company is that of common carrier, that "they forward goods subject to purchase or other charges, and collect the same on delivery," throughout the different States, including the State of Iowa, the place where the goods in question were sent. Being common carriers they were liable as such until the full and complete performance of their contract. They could not limit their responsibility by notice, a special agreement to that effect between the parties being necessary. And even though the company could limit their responsibility to that of warehouseman, and supposing they had done so by their bill of lading or receipt, still they were responsible in this case, on the ground of negligence.

The defendants contended in opposition, that the company discharged its whole duty to the plaintiff, when they conveyed the box safely to its place of destination, and there tendered it in good order to the consignee; the consignee refusing to receive it, the box was then stored in the care of "good and responsible parties." Where goods are safely conveyed to the place of destination and the consignee is dead, absent, or refuses to receive them, the carrier may discharge himself from further responsibility by placing the goods in store in the care of responsible parties. Then the risk of the carrier ceases, and the liability of the warehouseman commences. That common carriers who pursue also the business of warehousemen, are subject to the strict responsibility of carriers, only, when the goods conveyed by them are in transitu. When the goods are placed in their warehouse, they are simply liable as as warehousemen. A warehouseman is not liable for losses by fire or burglars in cases where no gross negligence, fraud or connivance can be imputed to him or his servants. He is liable only for ordinary diligence.

The court held, that the liability of the company was discharged by placing the box in question upon storage with a responsible warehouseman. And under such circumstances the warehouseman becomes the bailee or agent of the owner in respect to it. That where the premises in which such goods are stored are broken into by robbers, and the box and its contents feloniously taken, the warehouseman is not liable for the loss. And when the owner does not, at the time a package is left with the carrier for transportation, disclose his name and residence, there is no negligence on the part of the carrier in not giving notice of the storage.

The following is the opinion of the General Term of the Court delivered at the decision of the case.

DALY, J.—The defendants carried the box to the place of destination and tendered it to the

consignee who refused to receive it. It was then safely stored by the defendants in the premises in which they were accustomed to store merchandise in the care of good and responsible parties, and while thus upon storage the premises were broken into by robbers and the box and its contents feloniously taken.

The consignee having refused to receive the box the defendants discharged their contract as carriers by placing it upon storage and the warehouseman became thereafter the bailee and agent of the plaintiff in respect to it (Fisk agt. Newton, 1 Denio 45, Ostrander agt. Brown 15, John 39, Cairnto agt. Robinson, 8 Wells & Webs., 258).

As the property was taken feloniously, the warehouseman was answerable for the loss (Schmidt agt. Blood, 9 Wend. 268).

But it is claimed that the defendants are liable because they did not notify the plaintiff within a reasonable time of the refusal of the consignee, and that they had stored the box with a warehouseman. But it did not appear from anything in the case that the defendants knew who was the owner and unless they did, they could not be expected to notify him of what they had done, or if they did know it may have been for all that appears in the case that he was duly notified.

The name of the owner was not inserted in the printed receipt given by the defendant. The space in which the consignor's name is usually inserted was left blank and the address of the consignee or person to whom the box was to be delivered, was the only thing contained in the receipt to indicate to whom the property belonged, under such circumstances there could be no presumption that the defendants knew that the box belonged to the plaintiff and that they failed to notify him. It rested with the plaintiff to make out a case of negligence and all that was necessary to show it was incumbent upon him to prove. He was himself examined as a witness, and if he had communicated his name and address to the defendants when the box was left with them for transportation he could have proved it. He did not do so, and if any conclusion is to be drawn, it is that the defendant had no knowledge of the owner until after the box was feloniously taken from the warehouse.

It is sufficient in conclusion to say that the onus of showing that the box was lost by the defendant's negligence was upon the plaintiff, and that he failed to show anything of the kind.

The judgment should be affirmed.

Lake Superior Copper Mines.

Messrs. Dupee, Beck & Sayles, of Boston, give the following annual review of the copper trade in 1861:

"In relation to the Mining interests of Lake Superior the year just now closed, will be long remembered as having witnessed the most extraordinary fluctuations in the prices of Ingot Copper, producing thereby the extremes of adversity and prosperity. This metal was sold in July at 17c. per pound, cash, the lowest price in the market since 1860. To-day holders refuse 27c cash. Before the present stock has passed into the hands of manufacturers, and consequently, before the profits of mining in 1861, can be accurately ascertained, the prices may have advanced to figures exceeding the maximum of 1857, or 30 cents per pound, four months. These fluctuations in prices have not been the result of speculation, but have been caused by the dis-

turbances of trade all over the world. The ordinary consumption of copper in the United States has usually been estimated at twelve thousand tons per annum. Lake Superior produced in 1860 six thousand tons. The remainder was obtained principally from Tennessee, Canada and Chili. The opening of Lake navigation in May last brought upon the market already, in consequence of the civil war, overstocked with foreign copper, the accumulated product of the previous six months. The necessities of several companies required immediate sales, reducing the price in one instance to the low rate named above. But the disastrous prices were, after all, followed by positively beneficial results to the mining interests. A most rigid system of economical management has been inaugurated, so that every manager can give an estimate closely approximating to the truth of the cost per pound of Ingot Copper produced by his mine. A new impulse has been given to the study of machinery for profitably reducing the lower grades of stampwork, and to the substitution of railways, in the mines, for hand barrows and heavy chainwork. On the other hand, the low prices of copper in the American markets induced enormous shipments to the markets of Europe, especially to those of the continent, where its peculiar qualities of ductility and toughness procured for it the preference in the finer manufactures. In Rotterdam, Antwerp, Havre and Paris, the brands of the several American smelting works are as well known as in Boston and New York. The exportation of copper continued until the price rose to 21 or 22 cents (November.) Large purchases by the federal government caused a rapid advance to 25 cents (December), and American copper was actually reshipped from Havre to New York.

Since the tariff of August last, importations from Chili, the main source of the supply of copper from abroad, have gradually declined, and such is the derangement of foreign commerce, that the supplies from that country must be comparatively small for many months hence. From all these surmises there will be a short supply, unless considerable lots can be returned from abroad free of duty, till the opening of navigation in May, 1862.

Estimate of Ingot of refined Copper, in tons of two thousand pounds, from the mines of Lake Superior, from 1845 to the close of navigation in 1861:

	Tons.	Average per ton.	Valued.
From 1845, to 1854 inclusive (Mr J. D. Whitney's figures). 7,642			
From 1855 to 1857, inclusive.....11,312			
Total.....18,954		\$500	\$9,477,000
Shipments of 1858, 4-100 tons, less 600 ton included in 1857... 3,500		460	1,610,000
Shipments of 1859... 4,200		460	1,932,000
" 1860... 6,000		420	2,520,000
" 1861... 7,400		420	3,180,000
Total.....40,054			\$18,719,000

Statement of cash prices of Lake Superior ingot Copper, in each month, from January, 1857, to December, 1861. The prices are substantially the average of each month.

	1857.	1858.	1859.	1860.	1861.
January.....	28½	19½	24	24½	19½
February.....	29	24	26	24	19½
March.....	27¾	24	24	24	19½
April.....	27¾	22½	23½	23½	19½
May.....	27	21½	23	22½	19
June.....	25½	22½	21½	21½	18½
July.....	25½	22	22½	21½	17½
August.....	24½	21½	24	20½	17¾
September.....	24	23½	23½	21	20
October.....	24	23½	22½	21½	20½
November.....	21½	23	22	20½	22½
December.....	20	23½	23	20	25

Synopsis of the Postmaster General's Report.

It appears that the whole number of post offices in the United States on the 30th of June 1861, was 28,586; and that the entire number of cases acted upon during the same period was 10,638, including appointments made by the President of the United States. The whole number of appointments made by the Postmaster General, 9,285, and the number by the President during the same period, 837.

The aggregate earnings of the different transatlantic steamship lines during the year ending June 30, 1861, were \$392,887 63.

The expenditures of the department in the fiscal year ending June 30, 1861, amounted to \$13,606,759 11.

The expenditures in 1860 were \$14,874,772 89, showing a decrease in 1861 of \$1,268,013 78.

The gross revenue for the year 1861, including receipts from letter carriers, and from foreign postages, amounted to \$8,349,296 40.

The estimated deficiency of means for 1861, as presented in the annual report from this department December 3, 1859, was \$5,983,424 04. Deducting the actual deficiency, \$4,651,966 98, and there is an excess of estimated deficiency over actual deficiency of \$1,436,457 06.

The revenue from all sources during the year 1860 amounted to \$9,218,067 49
The revenue from all sources during the year 1861 amounted to 9,049,296 49

Decrease of revenue for 1861 ... \$168,771 00

The net proceeds from post offices in the loyal States for the fiscal years ending June 30, 1860, were \$2,688,690 56, and in 1861, \$3,801,487 08, showing an increase in 1861 of \$112,796 52, and in the disloyal States, in 1860, \$820,546 67, and in 1861, \$677,706 70, showing a decrease in 1861 of \$142,839 81.

The decrease in 1861 from the net proceeds of 1860 in all the States appears to be \$30,043 29.

Statement of the receipts and expenditures of the disloyal States, and amount alleged to be due to contractors; also, the amount paid to contractors from July 1, 1860, to May 31, 1861:

Total expenditures.....\$3,699,150 47
Total gross receipts 1,241,220 05

Excess of expenditures over receipts, \$2,457,930 42
Amount alleged to be due to contractors for transportation \$3,135,637 12
Amount actually paid for transportation 2,323,061 63

Leaving amount alleged to be due and unpaid \$812,575 49
The estimate of the total expenditures for 1863 is somewhat less than those of previous years heretofore submitted. This difference arises from the fact that only partial estimates are made for the cost of postal service in States where it is now suspended.

The appropriation for deficiencies in 1861 was \$5,391,350 63, while the amount estimated to be required from the Treasury for 1862 is \$3,145,000.

The whole number of ordinary dead letters received and examined during the year was about 2,550,000.

The number of these letters containing money, which were registered and sent out during the year ending June 30, 1861, was 10,580.

The number of dead letters returned unopened to foreign countries during the fiscal year was 111,147, which added to the number of domestic letters (103,880) sent out as above, gives the whole number sent out from the dead letter office for the year 215,033.

The result of successful investigation in 7,560 cases confirms the past experience of the department that the failure of a letter to reach its destination is, in the vast majority of instances, the fault alone of the writer or sender. Out of the above 7,560 valuable dead letters 3,095 were directed to the wrong office, 467 were imperfectly addressed, 612 were directed to transient persons,

257 to parties who had changed their residences, 821 were addressed to fictitious persons or firms, 83 were uncalled for, 10 without any directions, 2,136 were not mailed for want of postage stamps, 79 were missed, and for the failure of postmasters to deliver 133 no satisfactory reason was assigned. The department, therefore, can justly be held responsible for the non-delivery of but 212 of these letters.

Much other valuable data is given on this subject, and it is worthy of remark that of 76,769 letters before alluded to, originating in the loyal States and addressed to residents of disloyal States, 40,000 could not be returned, either because the signature of the writer was incomplete or because the letter contained no clue to his residence. The experience of the department shows that a large proportion of domestic letters written by educated persons, and particularly women, are deficient in one or both of these respects.

In view of these and other facts, the Postmaster General suggests that valuable dead letters, when returned to their owners, should be charged with treble the ordinary rate of postage, comprising one rate for return transportation to the dead letter office, one rate for registration there, and one rate for return transportation to the writers or owners.

A treaty with Mexico has been concluded, awaiting the ratification by Mexico, establishing a common international rate of twenty-five cents on letters, with other useful provisions.

The Postmaster General has accepted the offer made in 1857 by Great Britain for a reduction of the international rate between the two countries on letters, from 24 to 12 cents, which, however, has not yet gone into operation, as it awaits the response of the British office.

Isle Royale Mining Company.

The following is an official statement of the business of this company for the fiscal year ending Nov. 30, 1861:

Total shipments of ingot copper for the season ending Nov. 30, 1861 ... 889,394 lbs. Of this amount there has been sold at 20.4c \$125,170 Of this amount there is now on hand at 27c 71,446-\$196,616 Expenses at the mine from Dec. 1, 1860, to Nov. 30, 1861—12 months—taken from the cost sheets 122,000 All other expenses are covered by a charge of 3½c per lb. on the product of 889,394 lbs. of ingot copper 31,000

Profit for the year 1861 \$43,616 Had the copper been worth 25c. per lb., the product of the year would have been \$222,348, and the profit \$69,000, instead of \$43,616. The prod. of ingot copper in 1861 was 889,394 lbs. " " " " 1860 620,437 lbs. Increase of product in 1861 268,957 lbs. The cost at mine in 1861 was .. \$122,000 Other cost at 3½c. per lb. on ingot copper produced 31,000-\$153,000 The cost at mine in 1860 was .. 130,750 Other cost at 3½c. per lb. on ingot 21,715- 152,465

Increase of cost in 1861 \$535

It will be seen that the cost of working the mine in 1861 was only \$535 more than for 1860, while the product shows an increase of 268,957 pounds of ingot copper, showing a marked reduction in the expenses in proportion to the product of copper.

The financial condition of the company Jan. 1, 1862, presents an actual cash surplus of \$35,000 over all indebtedness. There is due at the mine \$15,000 to \$20,000, and as about this amount is always outstanding due miners the company has

now a working capital of \$50,000. The mine is fully equipped and more extensively opened than ever before. The lowest estimate for the year 1862 is 600 tons ingot copper, which at 25 cents would be worth \$300,000, and all expenses cannot exceed \$200,000, allowing liberally for contingencies.

New Jersey Railroad and Transp. Co.

The following is an abstract of the report of this company for the fiscal year ending December 31, 1861:

RECEIPTS:
From passengers \$714,805 75
" freight 81,097 31
" mail, rents, express, etc. 197,864 28
\$992,767 34

EXPENSES:
Maintaining railroad, bridges and buildings \$64,812 10
Repairs of locomotives, cars and machinery 49,412 49
Fuel—cost and labor in preparing 70,400 85
Operating road, and transporting passengers and freight 215,892 78
Office expenses, salaries, etc. 12,268 01
412,786 28
\$577,981 11

Disbursed as follows, viz:

Interest on bonds \$41,050 00
Transit duty on passengers and freight 16,669 14
Tax on capital stock 21,489 25
Dividends in cash, August and Febr'y. 439,670 00
Profit and loss to surplus earnings 61,102 72
\$579,981 11

The number of passengers transported over the road during the year was as follows:

Over the whole line of the road 841,860
Between Jersey City and Newark ... 1,167,615
" " " Elizabeth .. 211,101
" " " Rahway .. 65,565 ½
" " " N. Brunswick. 75,702 ½
All intermediate places 460,754 ½

Total 2,322,598 ½

The number of miles run by passenger, freight and other trains was 487,894.

The number of tons of goods, wares and merchandise transported over the road during the year was as follows:

Over the whole line of the road 1,506 ½
Between Jersey City and Newark 41,419
" " Elizabeth 3,068
" " Rahway 3,496
" " N. Brunswick. 8,529
All intermediate places 41,542 ½

Total 99,550

GENERAL STATEMENT.

Capital stock \$4,397,800 00
Funded debt (including \$485,000 the cost of the property and privileges purchased of the Jersey Associates) 688,000 00
Profit and loss, being surplus earnings represented by the permanent improvements, property and cash stated below ... \$349,084 55
Less amount paid for relaying road with new rails and other improvements 25,826 17
323,258 38

Dividend 1st January payable 1st February, 1862 219,872 50

\$5,628,930 88

Cost of railroad and equipments:
For graduation, masonry, bridges, superstructure, iron, passenger and freight stations, buildings and fixtures, engineering, land and land damages \$3,609,089 19
Locomotives, tenders and snow plows 165,175 09
Cars—passenger, freight and baggage 285,203 36

Property, viz:
Bridge, ferry, turnpike and other stocks, real estate, ferry boats, privileges and fixtures (including the property and privileges purchased of the Jersey Associates for \$485,000) 1,249,621 07
Cash in bank, and cash items receivable on demand 369,842 17

\$5,628,930 88

President—JOHN S. DARCY.

Treasurer—H. J. SOUTHMAYD.

Sec'y and Gen'l Supt.—F. WOLCOTT JACKSON.

COST, EARNINGS, EXPENSES, ETC., YEARLY.

Year.	Cost of road equipment, etc.	Mileage.	Gross earnings.	Operating expenses.	Earnings less exp.	Tax, transit duty & int.	Dividend.
							Amount. p. c.
1835	\$625,000	8.25	\$67,598	21,678	\$45,920	\$0	\$34,817
1836	1,125,000	30.50	134,037	75,484	58,553		57,500
1837	1,500,000	30.50	140,082	99,092	40,990		45,000
1838	1,700,000	30.50	110,997	78,086	32,911		105,000
1839	1,900,000	33.80	251,785	127,464	124,321	37,255	60,000
1840	2,000,000	33.80	226,244	139,818	86,426	66,779	60,000
1841	2,100,000	33.80	271,113	142,998	128,115	70,467	60,000
1842	2,100,000	33.80	269,864	163,370	106,493	69,782	60,000
1843	2,200,000	33.80	291,586	126,799	164,787	55,283	120,000
1844	2,200,000	38.90	365,837	182,446	183,391	60,930	120,000
1845	2,300,000	39.90	397,068	234,846	162,122	67,012	130,000
1846	2,300,000	38.90	419,780	230,479	189,301	51,835	140,000
1847	2,400,000	38.90	470,729	224,352	246,376	69,635	150,000
1848	2,600,000	38.90	439,098	219,585	219,513	60,150	160,000
1849	2,700,000	38.90	469,349	187,311	282,038	57,122	160,000
1850	2,800,000	38.90	522,131	185,671	336,460	56,165	180,000
1851	2,900,000	38.90	578,644	248,686	329,918	56,120	200,000
1852	3,099,000	38.90	603,942	287,682	316,260	56,008	209,892
1853	3,692,000	38.90	610,635	319,517	491,118	55,543	497,417
1854	4,208,000	38.90	824,033	383,585	440,448	70,109	575,126
1855	4,309,000	38.90	861,514	361,766	500,748	74,031	348,237
1856	4,482,000	38.90	910,638	400,716	509,922	76,494	348,470
1857	4,690,000	38.90	911,617	376,866	534,751	79,091	348,480
1858	4,787,000	38.90	903,458	349,371	554,087	77,654	362,450
1859	4,968,000	38.90	1,025,693	382,072	643,611	77,327	374,900
1860	5,249,596	38.90	1,113,882	443,191	770,721	77,572	374,900
1861	5,259,089	38.90	992,767	412,786	579,981	79,208	439,670
27 years	\$30,193,685	968.95	\$14,384,132	\$6,404,719	\$7,979,443	\$1,491,472	\$5,721,859
Average	2,970,136	35.88	532,745	237,712	295,533	55,239	211,920

Connecticut in 1850 and 1860.

	1850.	1860.	Increase, p. ct.
Population	870,792	460,151	24.09
Taxable valuation	\$119,088,672	\$230,662,879	93.79
State tax from towns	71,129	122,069	71.61
Special taxes	81,878	89,702	185.91
Total revenue	148,259	254,552	71.59
Total expenditures	110,214	227,151	106.10
Bank capital	10,575,657	21,888,029	106.48
Specie in Banks	774,861	1,004,381	29.62
Bank circulation	6,639,834	6,661,939	0.68
Bank loans and discounts	18,190,512	29,364,636	61.43
Depositors in Savings Banks .....	.....	84,614	.....
Deposits in Savings Banks	no return.	19,877,670	.....
Deposits in Building Associations .....	.....	1,414,186	.....
Railroad capital paid in	10,122,269	18,766,627	85.30
Railroad debt	6,799,737	10,987,875	61.60
Value of school fund	2,049,482	2,060,460	0.01
Revenue of school fund	138,061	137,805	Loss.
Payments from revenue of school fund	135,585	127,171	Loss.
Children of school age (4 to 16 years)	92,220	108,889	17.53
Pupils registered in summer .....	.....	63,461	.....
Do. do. in winter	no return.	74,387	.....
Births	7,578	11,873	56.67
Deaths	5,170	7,602	47.81
Marriages	2,884	8,978	38.00

Census of New Mexico, 1860.

Names of Counties.	Free Whites.	U. S. Soldiers.	Domesticated Indians.	African Negroes.	Pueblo Indians.	Total Popul'n.
Taos*	12,984	.....	93	7	511	13,275
Mora	6,035	.....	27	14	.....	6,076
Rio Arriba	9,875	.....	53	.....	520	10,448
Santa Fe	7,679	32	92	29	391	8,121
San Miguel	13,282	374	45	5	.....	13,686
Santa Ana	1,687	.....	.....	.....	1,876	3,563
Bernalillo	7,052	821	185	9	657	8,724
Valencia	8,343	50	175	.....	2,750	11,318
Socorro	5,599	123	60	.....	.....	5,788
Dona Ana†	6,202	56	.....	.....	.....	6,258
Arizona†	2,189	220	168	20	8,905	6,502
Total	80,805	1,676	897	90	10,610	94,078

* The north part of Taos County containing about 3,500 inhabitants, has been detached since the census was taken and now forms a part of Colorado.

† Counties thus marked (†) are parts of the so called Arizona Territory.

DWELLINGS, FAMILIES AND INDUSTRIAL ESTABLISHMENTS.

Name of Counties, houses.	Number of dwelling families.	Number of separate families.	Ranches produc'g \$1,000, etc.	Indust'rial estab'lishm'ts \$500, etc.	Names of Counties.	Personal Property.	Real Property.	Total.
Taos	3,209	3,209	694	7	Taos	\$1,526,997	\$754,274	\$2,281,271
Mora	1,271	1,271	218	2	Mora	479,619	259,171	738,690
Rio Arriba	1,873	1,995	935	.....	Rio Arriba	298,633	877,245	675,878
Santa Fe	1,595	1,624	208	12	Santa Fe	1,254,950	1,260,800	2,515,750
San Miguel	3,800	3,828	288	6	San Miguel	2,280,000	1,118,000	3,398,000
Santa Ana	1,121	1,016	847	4	Santa Ana	235,840	236,237	472,077
Bernalillo	2,203	1,807	773	14	Bernalillo	2,188,485	707,620	2,846,105
Valencia	2,502	2,345	789	1	Valencia	938,347	254,985	1,193,332
Socorro	1,381	1,217	265	2	Socorro	719,845	291,160	1,011,005
Dona Ana	1,367	1,867	332	4	Dona Ana	872,530	317,400	1,189,930
Arizona	2,097	1,681	838	39	Arizona	891,130	891,430	1,782,610
Total	21,919	20,860	6,187	91	Pueblo pr. perty.	\$11,636,276	\$6,468,372	\$18,104,648
					Total	\$12,284,042	\$7,623,186	\$19,907,228

STATISTICS OF PUEBLOS.

Names of Pueblos.	Indian Population.	Real Property.	Personal Property.	Total.	Names of Pueblos.	Indian Population.	Real Property.	Personal Property.	Total.
Taos, Taos Co.	363	\$9,890	\$8,385	\$18,275	Acoma, Valencia	523	12,530	42,782	55,312
Picuris	148	.....	.....	.....	Laguna	.....	9,105	44,972	54,077
San Juan, R. Arr.	341	50,436	14,850	65,286	Paguate	.....	10,000	6,325	16,325
Santa Clara	179	.....	.....	.....	S. Xavier, Arizona	170	.....	.....	.....
Tesque, Santa Fe	97	4,350	2,500	6,850	Maricopa Pueblos	.....	.....	.....	.....
Nambe	103	7,680	5,510	13,190	Sacaton, Arizona	144	.....	.....	.....
Pojoaque	37	1,560	820	2,380	Hueso Parrado	250	.....	.....	.....
San Ysidro	154	22,050	2,610	24,660	Poblacion, Ponias	.....	.....	.....	.....
S. Felipe, Sta Ana	360	84,500	27,200	111,700	Agua Raiz, Ariz.	527	.....	.....	.....
S'to Domingo	281	32,500	18,580	51,080	Cerrito	258	.....	.....	.....
Cochiti	172	36,408	115,438	151,846	Arenal	577	181,675	129,290	310,965
Santa Ana	316	33,900	15,665	49,565	Cachanilla	503	.....	.....	.....
Zia	117	9,990	2,035	12,025	Casa Blanca	339	.....	.....	.....
Jemes	650	684,000	159,662	843,662	Hormiguero	510	.....	.....	.....
Ysleta, Bernalillo	440	.....	7,980	7,980	Cerro Chiquito	232	.....	.....	.....
Sandia	217	6,890	30,956	37,846	Llano	895	.....	.....	.....
Zuni, Valencia	1,300	7,350	13,106	20,456					
Total	.....	.....	.....	.....			10,610	1,154,814	647,766

The population of the towns of the Papago Indians, viz. Cumara, Tecolote, Charco, Pirigua, Ocaloe, Cojate, Coca, Santa Rosa, Cahuave and Llano, was enumerated by the Marshall because of an unprecedented drought that caused them to abandon their homes and disperse over the country at the time the census was taken in that region. It is estimated that they number 3,500 souls.

Housatonic Railroad.

The receipts of this road for the year ending December 31, 1861, were.....\$225,292 00
Operating expenses\$124,333 68
Rents, interest, etc. 93,003 03

Net profit.....\$7,955 29
In 1860, the earnings were.....\$319,106 68
Operating expenses\$166,635 32
Rents, interest, etc. 95,962 43

Net profit.....\$56,508 93

Debts of Massachusetts Cities.

By the addresses of the Mayors of the different cities of Massachusetts we learn that the actual indebtedness of these municipalities, at the close of their respective fiscal years, was as follows:

Boston	\$8,402,645 88
Roxbury	691,965 00
Charlestown	242,087 42
Cambridge	174,592 00
Chelsea	244,700 00
Lynn	167,300 00
Newburyport	100,300 00
Lowell	160,000 00
Springfield	117,000 00
Fall River	200,000 00
Lawrence	172,233 57

Foreign Dry Goods Trade.

Imports of Foreign Dry Goods at New York for the years—

Description of Goods.	1859.	1860.	1861.
Manufactures	\$	\$	\$
of wool	37,329,049	34,975,011	16,720,931
of cotton	24,781,164	18,415,258	7,192,524
of silk	33,682,648	35,582,035	13,434,411
of flax	11,110,931	8,052,812	3,580,303
Miscellan. dry goods	6,248,832	6,901,984	2,808,520

Total imports.....\$113,152,624 103,927,100 43,636,689

Monthly Imports of Foreign Dry Goods at New York:

Months.	1859.	1860.	1861.
January	\$10,576,607	\$11,770,005	\$10,956,856
February	10,516,205	13,880,683	6,782,937
March	10,581,967	9,022,403	5,836,076
April	8,040,668	4,865,743	2,767,645
May	8,104,409	5,581,598	2,489,823
June	8,165,037	5,535,042	1,205,382
July	15,818,091	12,707,213	1,476,887
August	15,146,907	14,989,044	3,536,333
September	6,528,066	6,740,185	2,102,064
October	4,712,793	5,327,907	1,971,541
November	6,224,968	5,797,556	2,506,926
December	8,756,906	7,709,721	2,004,219

Total.....\$113,152,624 \$103,927,100 \$43,636,689

Imports of Foreign Dry Goods at New York for several years:

Year.	Invoiced value.	Year.	Invoiced value.
1849	\$44,435,571	1856	\$93,362,893
1850	60,106,375	1857	90,534,129
1851	62,346,731	1858	60,154,509
1852	61,654,144	1859	113,152,624
1853	93,704,211	1860	103,927,100
1854	80,842,936	1861	43,636,689
1855	64,974,062		

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (f) that the company is in default in its interest. S. F., Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	
Alabama and Florida:					Cincinnati, Hamilton and Dayton:					*Great Western, Ill.:					
Mortgage	\$300,000	7	1887		1st Mortgage	\$406,000	7	1887	100	1st Mortgage (W. Div. 100 m.)	\$1,041,000	10			
Convert. (guar. by Dir.)	150,000	7	1883		2d Mortgage	960,000	7	1880	88	1st M. (E. D. 84 m.), 2d M. (W. D.)	1,350,000	7			
Alabama and Miss. Rivers:					*Cincinnati, Wilm. and Zanesville:					Old Sang. and Morg. Railroad	41,000				
State (Ala.) Loan	123,171	7			1st Mortgage	1,300,000	7	1889		2d Mortgage	823,000				
Mortgage	109,500	7			2d Mortgage	674,000	7			Chattel (Equipment) Mortgage	374,428				
Alabama and Tenn. Rivers:					3d Mortgage	158,000	7			Hannibal and St. Joseph:					
1st Mortgage convertible	833,000	7	1872		Income	250,500	7			Missouri State Loan (1st Lien)	3,000,000	6		30 1/2	
2d Mortgage	225,705	8	1884		Tunnel Right	1,000,000	7			Land Security	5,000,000	7	1881	26	
Albany, Vt. and Canada:					Cleveland and Mahoning:					Mortgage (convertible)	1,800,000	7	1883		
1st Mortgage	500,000	7	1887		1st Mortgage	850,000	7			Mortgage (not convertible)	1,200,000	7	1880		
Albany and West Stockbridge:					2d Mortgage	469,000	7			Harrisburg and Lancaster:					
Albany City (S. F.)	1,000,000	6	'66-'76		3d Mortgage	344,100	8			New Dollar Bonds	661,000	6	1883	93 1/2	
Androscoogin and Kenebec:					Clev., Painesville and Ashtabula:					Hartford and New Haven:					
Million Dollar Loan	408,600	6	'61-'64	70	1st Mortgage	664,000	7	1881	99	1st Mortgage	927,000	6	1873	99	
\$1,100,000 Loan	633,100	6	1890	79	2d Mortgage	308,000	7	1882		Housatonic:					
Stock, convert. (Coupon)	710,000	6	'63-'68		Special (Sunbury and Erie)	500,000	7	1874		1st Mortgage	170,000	6	1877		
Atlantic and St. Lawrence:					Convertible Scrip	300,000	7	1880		Houston and Texas Central:					
Dollar Bonds (Coupon)	988,000	6	1886		Cleveland and Pittsburg:					State (1st Lien) Loan	210,000				
Sterling Bonds (Coupon)	484,000	6	1878	97	1st Mortgage (Main Line)	800,000	7	1880	78	Mortgage	125,000	7	1886		
City of Portland Loan (Coup.)	1,500,000	6	'63-'70		2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64	Hudson River:					
Baltimore and Ohio:					3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875		1st Mortgage	4,000,000	7	'62-'70	106 1/2	
Maryland Sterling	3,000,000	5	1838		4th Mort. (M. L.) or 3d Extension	1,164,000	7			2d Mortgage	2,000,000	7	1880	84	
Mortgage Coupon	2,500,000	6	1885	70	Clev., Columbus and Cin.					3d Mortgage	1,840,000	7	1876	80 1/2	
"	700,000	6	1880	68	1st Mortgage, Coupon	509,000	7	'64-'90		Convertible	1,002,000	7	1887	70	
"	1,128,500	6	1876	71	Cleveland and Toledo:					Illinois Central:					
"	1,000,000	6	1887	81	Junction 1st Mortgage 1st Div.	359,000	7	1887	65	Optional Right Scrip	38,000	7	1888	64	
Balt. City Loan	6,000,000	6	1890		Junction 1st Mortgage 2d Div.	263,000	7	1872	65	Construction	12,885,000	7	1875	92	
Bellefontaine and Ind. (1 Jan. '60):					Junction 2d Mortgage	265,000	7	1882		Construction	4,115,000	6	1875	92	
1st Mortgage convertible	791,000	7	1886	56	Tol., Nor. and Clev. 1st Mort.	521,000	7	1883	75	Debeantures	42,740	7			
2d Mortgage	187,000	7	1870		Tol., Nor. and Clev. 2d Mort.	293,300	7	1883	75	Indiana Central:					
Belvidere Delaware:					Junction Income	44,500	7	1882		1st Mortgage (convertible)	600,000	7	1886	65	
1st Mort. (guar. C. and A.)	1,000,000	6	1877		C. and T. Income Mortgage	128,500	7	1883	75	2d Mortgage	284,500	10		87	
2d Mortgage (do.)	500,000	6	1885		C. and T. Income (convertible)	300,000	7	1884		Income	281,500	10		76	
3d Mortgage (do.)	581,000	6	1877		C. and T. Income (convertible)	296,000	7	1884		Indianapolis and Cincinnati:					
Black River and Utica:					C. and T. Dividend (convert.)	168,810	7	1884	75	1st Mortgage	500,000	7	1886	80	
1st Mortgage	\$70,000	7	1869		C. and T. Income (convertible)	42,000	7	1870		2d Mortgage	400,000	7		75	
Boston Concord and Montreal:					C. and T. (S. F.) Mortgage	1,173,000	7	1885	84	Real Estate Mortgage	200,000	7	1888	68	
1st Mortgage	200,000	6	1870		Columbus and Xenia:					Ind., Pittsb. and Clev. (1 Jan. '60):					
2d Mortgage	300,000	7	1870		Dividend (due 1880, '61, '62, '66)	272,700		var.	92	1st Mortgage	650,500	7	1870		
3d Mortgage Coupons	150,000	6			Connecticut River:					2d Mortgage	314,000	7			
4th Mortgage Coupons	200,000	7			Mortgage	250,000	6	1873		Jeffersonville:					
Sinking Fund	200,000	6			Connecticut and Passump. Rivers:					1st Mortgage	289,000	7	1881	76	
Boston and Lowell:					1st Mortgage	800,000				2d Mortgage	392,000	7	1873	70	
Mortgage	400,000	6	1873		Cumberland Valley:					*Kennebec and Portland:					
Boston and Worcester:					1st Mortgage	161,800	8			1st Mortgage (City and Town)	800,000	6	1870		
Mortgage (plain)	100,000	6	1880		2d Mortgage	109,500	8			2d Mortgage	230,000	6	1881		
Mortgage (convertible)	500,000	6	1880		Dayton and Michigan (1 Ap. '60):					3d Mortgage	250,000	6	1882		
Buffalo and State Line:					1st Mortgage	300,000	8			*Kentucky Centr. (Cov. and Lax.)					
1st Mortgage	500,000	7	1886	95	2d Mortgage	2,212,000	8			1st Mortgage	160,000	6			
Income in '59, '61, '62	200,000	7	var.		Dayton and Western:					1st Mortgage	260,000	7			
Unsecured	200,000	7	1884		1st Mortgage	300,000	7		50	2d Mortgage (convertible)	1,000,000	7			
Special Erie and North-East	149,000	7			2d Mortgage		7		40	3d Mortgage	600,000	7			
Burlington and Missouri:					Delaware:					Guaranteed by Covington	200,000	6			
1st Mort. on 1st Division	500,000				1st Mortgage	500,000			80	Cincinnati (exchanged)	100,000	6			
Cairo and Fulton (Mo.):					Guaranteed	85,000				Keokuk, Ft. D. Moines and Minn.:					
State (Mo.) Loan	650,000	6	'78-'79		State Loan	170,000				City of Keokuk, 20 years	400,000	8			
Camden and Amboy:					Delaware, Lackawanna and Wm.:					City of Keokuk, (special tax)	150,000	10			
Mortgage	307,000	6	1884	97	1st Mortgage	900,000			101	Lee County, 20 years	150,000	8			
Mort. (chgd from Sterl'g)	888,000	5	1884	97	1st Mortgage (E. Extension)	1,500,000			1875	101	Keokuk, Mt. Pleasant and Muscat.				
Mortgage	800,000	6	1849		2d Mortgage	2,600,000			1881	93	Lee County	150,000	8		
Mortgage	1,700,000	6	1875	84 1/2	Income (due 1882, '85 and '87)	265,416		var.	88	City of Keokuk	200,000	8			
Sterling (\$210,000)	1,008,000	6	1884		Detroit and Milwaukee:					Henry and Louisa Company's	50,000	8			
Sterling (\$225,000)	1,080,000	6	1884		1st Mortgage (convertible)	2,500,000	7	1875		Leigh Valley:					
New Loan (ass'd \$337,000)	2,600,000	6	1887		2d Mortgage	1,000,000	8	1886		1st Mortgage	1,500,000	6		90 1/2	
*Catawissa:					3d Mortgage (convertible)	750,000	10	1883		La Crosse and Milwaukee:					
1st Mortgage	1,500,000	7	1885	32	4th Mortgage (G. W. R. E.)	500,000	8			1st Mortgage (Eastern Div.)	903,000	7		89	
Cayuga and Susquehanna:					Dubuque and Pacific:					2d Mortgage (Eastern Div.)	1,000,000	7			
1st Mortgage	300,000	7	1885		New Construction	800,000				1st Land Grant (Western Div.)	4,000,000	7		18 1/2	
Central of Georgia:					Dubuque Western:					2d Land Grant (Western Div.)	353,600	7		18 1/2	
Mortgage	86,067	7	1883		1st Mortgage	344,000	7			3d Mortgage (whole road)	1,700,000	7			
Central of New Jersey:					Eastern (Mass.):					Farm Mortgage	1,087,700	7			
1st Mortgage	1,400,000	7	'65-'70	104 1/2	Income (due \$75,000 annually)	300,000	6	var.		Unsecured Bonds	1,785,000	7			
2d Mortgage	600,000	7	1875	100	2d Mortgage (convertible)	710,000	5	'62-'72	98	Lexington and Frankfort:					
Central Ohio:					3d Mortgage (convertible)	445,000	6	1874	100	Mortgage, due 1884, '69 and '74	130,000	6			
1st Mortgage	450,000	7	1881	62 1/2	1st M. (State) \$75,000 a yr after '65	500,000	5	var.		Little Miami:					
2d Mortgage	800,000	7	1884	43	East Tennessee and Georgia:					Mortgage (Coupon)	1,300,000	6	1888	83	
3d Mortgage	800,000	7	1885	53	State, 1st Mortgage	970,000				Long Island:					
4th Mortgage (S. F.)	950,000	7	1885		Endorsed by State of Tennessee	150,000				1st Mortgage	500,000	6	1870	80	
Charleston and Savannah:					Mortgage (ordinary)	790,638				Extension Bonds	175,000	7	1890		
1st Mortgage (endorsed)	510,000	6			East Tennessee and Virginia:					Louisville and Frankfort:					
2d Mortgage	1,000,000	7			State, 1st Lien	1,602,000				Louisville Loan	174,000				
Cheshire:					Endorsed by State of Tennessee	200,000				1st Mortgage	245,000				
Mort. (1880, '83, '75, and '77)	780,400	7	var.		1st Mortgage (after State)	100,000				Louisville and Nashville:					
Chicago, Burlington & Quincy:					Redeemable in Stock	66,950				State (Tenn.), 1st Lien	300,000	6			
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	99 1/2	Eaton and Hamilton:					1st Mortgage	2,000,000	7			
Consolidated 2d Mort. (S. F.)	813,000	8	1890	99 1/2	1st Mortgage	757,734	7	var.		Lebanon Branch 1st Mortgage	400,000	7	var.		
Ohio and Aur. 1st Mort.	399,000	7	1887		Erie and North-East:					Memphis Branch 1st Mortgage	500,000	7	var.		
Oh. and Aur. 2d M. (S. F.)	303,000	7	1889		Exchanged for Buff. and St. L.	149,000				McMinnville and Manchester:					
Cent. Mil. Tr. 1st Mort.	392,000	7	1884		Florida:					State (Tenn.)	372,000	6			
Cent. M. T. 2d M. (Conv.)	245,000	8	1883		Internal Improvement (State)	1,655,000	7	1891		Mortgage	24,000	7			
Chicago, Alton and St. Louis:					Free Land, 2d Mortgage	1,600,000	8	1891		Mortgage	10,000	6			
1st Mortgage					Florida and Alabama:					Madison and Indianapolis:					
2d Mortgage					Internal Improvement (State)					Mortgage	600,000	7	1881		
3d Mortgage					Free Land, 2d Mortgage					*Marietta and Cincinnati:					
Chicago and Milwaukee:					Florida, Atlantic and Gulf Centr.					1st Mortgage (convertible)	2,500,000	7	1883	30 1/2	
1st Mortgage (convertible)	700,000	7	1874	70	Internal Improvement (State)	300,000	7	1891		2d Mortgage	2,000,000	7			
Real Estate	188,864	7	1883		Free Land, 2d Mortgage	200,000	8	1891		3d Mortgage	1,500,000	7			
Chicago and Rock Island:					Fox River Valley:					Sterling Income	333,000	4			
1st Mortgage	2,000,000	7	1870	98	1st Mortgage	400,000	7			Domestic	928,617		'50-'62		
2d Mortgage					2d Mortgage	180,000				Memphis and Charleston:					
Galena and Northwestern:					Galena and Chicago Union:					State Tenn. Loan	1,100,000	6	1880		
Sinking Fund Preferred	1,250,000	7		87	1st Mortgage (3d Div.) Coupon	422,000	7	'62-'63	100	1st Mortgage	1,600,000	7			
St. M. mortgage	3,000,000	7		40 1/2	1st Mortgage (S. F.) Coupon	1,571,000	7	1888	103	Memphis, Clarksv. and Louisv.					
St. M. mortgage	2,000,000	7		12	2d Mortgage (S. F.) Coupon										

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:					N. York, Providence and Boston:					Racine and Mississippi:				
State (Tenn.) Loan	\$1,240,000	6			1st Mortgage	\$331,000	6			1st Mortgage (Eastern Division)	\$680,000	8		
Michigan Central:					North Carolina:					1st Mortgage (West'n Division)	757,000	8		
1st Mortgage Sterling	467,489	6	1872	90	State Loan	2,000,000	6			Raleigh and Gaston:				
1st Mortgage S'g (convertible)	500,000	8	1869	99 1/2	State Loan	1,000,000	6			Coupon	100,000		1882	
1st Mortgage (unconvertible)	250,000	8	1869	90	North-Eastern (S. C.):					Rensselaer and Saratoga:				
1st Mortgage (convert.) Dollar	2,598,000	8	1869	99 1/2	1st Mortgage	700,000				1st Mortgage		7	1863	
1st Mortgage (S. F.), convertible	4,163,000	8	1892	97 1/2	2d Mortgage	224,500				Richmond and Danville:				
Mich. Southern and N. Indians:					Real Estate	35,910				State (Va.) Loan (34 years)	600,000	6	var.	
Michigan Southern, 1st	991,000	7	1860	90	Northern Central:					Guaranteed by State	200,000	7	1875	
Northern Indiana, 1st	985,000	7	1861	87 1/2	Balt. and Susq. R. R. (Coupons)	150,000	6	1866		Mortgage (Coupon)	250,000	7	1869	
Erie and Kalamazoo	300,000	7	1862	90	Md. State Loan (B. and Susq.)	150,000	6			Registered	150,000	7	1860	
Michigan Southern, conv.	67,000	7	1863	90	York and Cumberland 1st Mort.	175,000	6	1870		Richmond, Fred. and Potomac:				
Northern Indiana, conv.	123,000	7	1863	81	York and Cumberland 2d Mort.	26,000	6	1871		Sterling (£27,000)	324,006	6	1860	
Jackson Branch	130,000	7	1863	88	York and C. guar. by Baltimore	600,000	6	1877		Richmond and Petersburg:				
Goshen Air Line	1,168,000	7	1868	83	N. C. Contract	292,300	6	1876		Coupon	150,000		1875	
Detroit and Toledo	611,000	7	1876	70	Construction	2,086,500	6	1886	61	* Rutland and Burlington:				
1st General Mortgage (S. F.)	2,850,000	7	1886	85	Northern (Ogdensburg):					1st Mortgage	1,800,000	7	1863	30
2d General Mortgage	2,466,000	7	1877	65 1/2	1st Mortgage	1,494,000	7	1859	63 1/2	2d Mortgage	937,500	7	1863	
* Milwaukee and Beloit:					2d Mortgage	8,077,000	7	1861		3d Mortgage	435,050	7	1863	
1st Mortgage	630,000	8			North Missouri:					Sacramento Valley:				
Milwaukee and Chicago:					State Loan (50 years)	4,350,000	6			1st Mortgage	400,000	10	1875	
1st Mortgage	400,000	8			North Pennsylvania:					2d Mortgage	329,000	10	1881	
2d Mortgage	300,000	7			Mortgage	2,500,000	6	1875	64	Sandusky, Dayton and Cincinnati:				
* Milwaukee and Horicon:					Chattell Mortgage	350,000	10		70	Mortgage	125,000	10	1866	
1st Mortgage	420,000	8			Norfolk (N. H.):					Mortgage	197,000	7	1866	
2d Mortgage	600,000	8			Mortgage (due 1860, '64 and '74)	219,500		var.		Mortgage	1,000,000	7	1875	
Milwaukee and Prairie du Chien:					Norwich and Worcester:					Sandusky, Mansfield and N'wark:				
1st Mortgage (Coupon)	2,556,000	7	1891	90	Mass. State Loan	400,000	6	1877		1st Mortgage	1,200,000	7	1866	
Mississippi Central:					Mortgage	205,800	6	1860		Saratoga and Whitehall:				
1st Mortgage	1,007,863	7			Ohio and Mississippi (O. and Ind.):					1st Mortgage	250,000	7	1868	
Mississippi Central and Tenn.:					1st Mortgage	2,193,500	†	1868		1st Mortgage (R. and W. Br.)	100,000	7	1866	
State (Tenn.) Loan	529,000	6			2d Mortgage	816,995	†			Seaboard and Roanoke:				
Mississippi and Missouri:					Construction	4,687,920	†	1868	17	1st Mortgage	300,000	7	1860	
1st Mortgage (convertible)	1,000,000	7			Income	3,561,185	†	1868		2d Mortgage	75,000	7	1870	
2d Mortgage (S. F.)	400,000	8			Orange and Alexandria:					Dividend Bonds	60,000	7	1866	
Oakalosa Division	1,425,000	7			1st Mortgage	400,000	6	1866		South Carolina:				
Land Grant	7,000,000	7			2d Mortgage	1,200,000	6	1875		State Loan	187,000	5	1868	
Mississippi and Tennessee:					2d Extension Mortgage	600,000	8	1873		Sterling	183,333	6	1863	
Tennessee State Loan	98,000	6	1885		Pacific (Mo.):					Sterling	2,000,000	5	1866	
Mississippi State Loan	202,799	6			State (Mo.) Loan	7,000,000	6			Southern Mississippi:				
1st Mortgage	171,000	7	1876		State Loan (S. W. Branch)	2,800,000	6			1st Mortgage	600,000			
Mobile and Ohio:					Construction	4,600,000	6			South-Western (Ga.):				
City (Mobile) Tax Loan	400,000	6			Panama:					1st Mortgage	631,000		1875	
Tennessee State Loan	674,860	6			1st Mortgage Sterling	1,250,000	7	1866	100	* Springfield, Mt. Vern. and Pittab.				
Alabama State Loan	889,410	6			2d Mortgage Sterling	1,150,000	7	1872		1st Mortgage	500,000			
Income	1,508,070	6	61-67		Pennsylvania:					2d Mortgage	450,000			
Sterling	878,086	6	1885		1st Mortgage (convertible)	4,905,000	6	1888	92 1/2	* Steubenville and Ind. (P. C. and C.)				
Mississippi State Loan	200,970	6			2d Mortgage	2,319,000	6	1875	84	1st Mortgage	1,500,000	7	1870	
Montgomery and West Point:					2d Mortgage Sterling	1,957,440	6	1875		2d Mortgage	900,000	7	1865	
Alabama State Loan	122,622	6	var.		State Works Bonds	7,200,000	5		78 1/2	* St. Louis, Alton and Chicago:				
Mortgage (due 1860, '63 and '65)	350,000	6			Pennsylvania Coal Company:					1st Mortgage	2,000,000	7		
Mortgage	450,000	8	1866		1st Mortgage	600,000	7	1861		2d Mortgage	1,535,000	7		
Muscogee:					Penobscot and Kennebec:					3d Mortgage (Income)	1,000,000	10		
1st Mortgage	249,000	7			Bangor City 1st Mortg. (Coupon)	780,000	6	74-75		St. Louis and Iron Mountain:				
Nashville and Chattanooga:					2d Mortgage (Coupon)	288,800	6	1876		State (Mo.) Aid	2,501,000			
Mortgage (State endorsed)	1,500,000				3d Mortgage (Coupon)	166,800	6	1871		St. Louis City Subscription	500,000			
Chat. and Clev. Subsc. (endors.)	231,000				Peoria and Ogawika:					St. Louis County Subscription	1,000,000			
* New Albany and Salem:					1st Mortg. (W. Ext.) convertible.	600,000	8	1862		Sunbury and Erie				
Crawfordsville	175,000	7			1st Mortg. (E. Ext.) convertible.	600,000	8	1873		1st Mort. (Sunbury to W'map't)	1,000,000	7	1877	
1st Mortgage	500,000	10			Petersburg:					Mortgage (half to State)	7,000,000	5	75-78	
1st Mortgage	2,235,000	6			Mortgage (due 1863 to 1872)	103,000	7	var.		Syracuse, Binghamton and N. Y.:				
N. Hav., N. Lond. and Ston'gton:					Petersburg and Lynchburg (S. Side):					1st Mortgage Coupon	1,400,000	7	1876	
1st Mortgage	450,000	7			State (Va.) Loan (S. F.)	800,000	7			Terre Haute, Alton and St. Louis				
Mortgage	250,000	6			1st Mortgage (1869-70-75)	385,000	6	var.		1st Mortgage (convertible)	1,000,000	7	62-72	78 1/2
Extension	100,000	10			3d Mortgage (1862-70-72)	378,000	6	var.		2d Mortgage (convertible)	2,000,000	7	68-70	29 1/2
New Haven and Northampton:					Special Mortgage (1865-68)	175,000	6	var.		1st Mortgage (Bel. and Ill.)	517,000	7	1873	
1st Mortgage	500,000		1869		Last Mortgage (1861 to 1869)	133,500	8	var.		2d Mortgage (Bel. and Ill.)	494,000	7	1869	
New Jersey:					Phila., German'n and Norris'n:					3d Mortgage (Bel. and Ill.)	503,000	10	1874	
Company's (various)	711,000		var.	102 1/2	Consolidated Loan	274,800				Tennessee and Alabama:				
New London, Willim. and Palmer:					Loan of 1842	100,000				State (Tenn.) Loan	814,000			
1st Mortgage	500,000	7			Philadelphia and Reading:					Terre Haute and Richmond:				
2d Mortgage	300,000	6			Mortgage (S. F.)	436,800	5	1867	91 1/2	1st Mortgage (convertible)	230,000	7	1866	
N. Ori'n, Jackson and Gt. North:					Mortgage (S. F.)	192,000	5	1880	88	Toledo, Wabash and Western:				
State (Miss.) Loan	255,000	5	63-48		Mortgage (S. F.)	2,672,300	6	1880	92	1st M. (L. Er., Wab. and St. Louis)	2,500,000	7	1865	75
1st Mortgage Coupon	2,605,000	8	1886		Mortgage (S. F.)	3,103,600	6	1870	74	2d M. (L. Er., Wab. and St. Louis)	1,000,000	7	1869	46
N. Ori'n, Opelousa and Gt. West:					Mortgage (convertible)	3,586,500	6	1886	73 1/2	3d M. (L. Er., Wab. and St. Louis)	1,847,600	7	1891	
Louisiana State Loan	641,000	6			Lebanon Valley R. R. (convert.)	1,500,000	7	1886	73 1/2	1st Mortgage (Toledo and Ill.)	900,000	7	1865	62
New Orleans City Subscription	1,500,000	5			Phila., Wilmington and Baltimore:					* Vermont Central:				
1st Mortgage (S. F.)	566,000	8	1899		Mortgage Loan	2,300,000	6	1884		1st Mortgage Coupon	2,000,000	7	1861	10 1/2
New York Central:					Improvement	119,000	6	1863		2d Mortgage Coupon	1,136,000	7	1867	1 1/2
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	102 1/2	Pittsburg and Connellsville:					Virginia Central:				
State Loan—Sch'dy and Troy	100,000	6	1867	90 1/2	Pittsburg Subscription	500,000				Mort. guaranteed by State of Va.	100,000	6	1880	85
State Loan—Rochester and Syr.	77,382	64	1861	100 1/2	Alleghany Co.	750,000				Mortgage (coupons)	198,000	6	1872	82 1/2
State Loan—Roch., L. and N. F.	296,000	7	1861	100 1/2	Connellsville	100,000				Mortgage (coupons)	928,000	6	1884	
Stock Subscription	785,000	6	1883	95 1/2	Mc'Keesport	100,000				Virginia and Tennessee:				
Premium Consolidated Stock	7,745,000	6	1883	95 1/2	Baltimore Loan	1,000,000		1886		State (Va.) Loan	1,000,000	6	1887	
Real Estate	221,000	6	1883	95 1/2	Cumberland Subscription	200,000				1st Mortgage	500,000	6	1872	85
New Convertible	3,000,000	7	1864	104 1/2	1st Mortgage (Turtle Cr. Div.)	400,000	7	1890		2d or Enlarged Mortgage	1,000,000	6	1884	81
New York and Erie:					Pittsburg, Ft. Wayne and Chicago:					Salt Works Br. Mort. due '58-'61	203,000	6	var.	
1st Mortgage	3,000,000	7	1867	106	1st Mortgage (O. and P.)	1,000,000	7	1865		Warren (N. J.):				
2d Mortgage	4,000,000	7	1864	104 1/2	2d Mortgage (O. and P.)	750,000	7	1866		1st Mortgage	568,500	7	1875	
3d Mortgage (convertible)	6,000,000	7	1883	94	Income (O. and P.)	1,938,000	7	1873	62 1/2	Watertown and Rome:				
4th Mortgage (convertible)	3,729,000	7	1880	81 1/2	Bridge (O. and P.)	207,000	7	1876		Mortgage (new bonds)	800,000	7	1880	
5th Mortgage	1,577,000	7	1883	73	1st Mortgage (O. and I.)	1,000,000	7	1872		Western (Mass.):				
Unsecured (convertible)	2,618,000	7	1871	60	2d Mortgage (O. and I.)	380,000	7	1873		Sterling (£899,000)	4,319,520	5	68-71	
Unsecured (convertible)	2,443,000	7	1862	55	1st Mortgage (F. W. and Chic.)	1,250,000	7	1873		Williamsport and Elmira				
Sinking Fund	2,193,000	7	1876	55	Real Estate (F. W. and Chic.)	498,000	7	1874		1st Mortgage	1,000,000	7	1890	55
New York and Harlem:					Mortgage, Consolidated Comp'y	2,064,000	7	1887		Wilmington and Manchester:				
1st Mortgage	2,960,000	7	1873	100 1/2	Pittsburg and Steubenville:					1st Mortgage	596,000	7	1866	70
2d Mortgage	1,000,000	7	1864	94 1/2	Mortgage	800,000	†	1885		2d Mortgage	200,000	7	1872	
3d Mortgage	862,300	7	1867	74	Potomac and Watertown:					Wilmington and Weldon:				
New York and New Haven:														

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (.....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending,	Railroad.				or projected.	Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.		2d Track and Sidings.	Road in progress.		Cars.				Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.		Dividends.	Price of shares.
	M.	M.				Engines.	Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonds and Mortgage Debt.	Floating Debt.	Gross.				Net.			
																					M.		
30 Jun. '60	65.0			50.6				ALABAMA.	1,451,336	*				877,953	508,500	105,255	1,515,704	54.0					
28 Feb. '59	30.3			68.1	2	2	19	Alabama and Florida	481,605		30,991			335,010	109,500	21,632	618,968	30.3					
31 May '60	109.6			57.8	11	9	102	Alabama and Mississippi	2,281,927	184,906				1,067,006	777,777	240,485	2,376,023	109.6					
30 Jun. '59	57.0			171.3				Aia and Tennessee Rivers	1,500,000														
1 Apr. '61				67.2	1	2	7	Mobile and Girard	590,216					600,431			600,431	67.0			236,791	21,006	
1 May, '61	469.8	13.5		49.4	40	25	502	Mobile and Great Northern	12,000,000														
29 Feb. '60	88.5	28.4			23	14	283	Mobile and Ohio	1,838,718	427,265	100,000		1,419,769	922,622	23,579	2,582,605	116.9						
1 May, '61				209.5				Montgomery and West Point															
								North East and South West															
				301.4				ARKANSAS.															
30 Nov. '58	38.5			107.5				Cairo and Fulton	553,577	*				351,524	446,000	10,725	811,949						
30 Dec. '60	22.5							Memphis and Little Rock															
								CALIFORNIA.	1,493,850	*				793,850	700,000		1,493,850	22.5					
								Sacramento Valley															
31 July '60	23.8		2.8		4	4	43	CONNECTICUT.	843,103	59,373				307,010	96,500								
31 Jun. '61	122.4		15.0	75.1	16	20	241	Danbury and Norwalk	3,903,455	302,511				1,836,739	1,810,500	319,444	4,323,922	122.4					
31 Aug. '61	61.4	1.6	64.6		18	21	202	Hartford, Provid. and Fishkill	3,207,896	254,000				2,350,000	927,000	13,356	8,950,877	73.0					
31 Dec. '60	74.0				11	11	240	Hartford and New Haven	2,439,775		102,888			2,000,000	197,000	52,461	2,585,534	74.0					
31 Dec. '60	57.0		1.8		7	11	179	Housatonic	1,381,800		6,247			1,031,800	289,750	21,408	1,342,958	57.0					
31 Dec. '60	62.0		2.6		6	12	29	Naugatuck	1,464,040	*				738,538	750,000	156,429	1,644,967	62.0					
31 Dec. '60	46.0	8.8	4.9					N. Haven, N. London and Ston.	1,400,000	*				922,500	600,000		1,422,500	46.0					
31 Dec. '60	66.0		5.2		7	7	111	New Haven and Northampton	1,899,409	174,159				510,900	1,032,100		1,573,568	66.0					
31 Mar. '61	61.3		63.8	31	74			New London Northern	4,640,607	675,264				3,000,000	1,890,000		1,717,523	61.3					
30 Nov. '60	66.0	1.0	8.6	14	17		282	New York and New Haven	2,463,983	237,171	200,000			2,122,500	811,300	45,286							
								Norwich and Worcester															
31 Oct. '60	84.3		10.7					DELAWARE.	1,552,257					408,132	870,000	271,877	1,807,684	84.3					
31 Oct. '59	16.2							Newcastle and Frenchtown	723,551					744,520		4,641	749,171	16.2					
								FLORIDA.															
30 Apr. '60	32.0		3.0	13.0	8	1	6	Florida	632,791	30,586				191,435	195,000	75,894	619,112	32.0					
								Florida and Alabama															
								Flo., Atlantic and Gulf Central															
								Pensacola and Georgia															
								GEORGIA.															
30 Jun. '60	86.7			16	7	124		Atlanta and West Point	1,192,389	*				1,250,000	120,000		1,597,385	86.7					
31 Dec. '60	92.6		8.7	70.9				Atlantic and Gulf—M. Trunk															
30 Apr. '60	53.0							Augusta and Savannah	1,032,200	*				733,700	129,600								
30 Nov. '60	43.5							Brunswick and Florida	755,000	*				151,887									
31 Mar. '60	191.0			53	62	697		Central of Georgia (and Bank)	4,366,800	*				4,366,800			6,590,173	229.0					
30 Nov. '60	171.0	61.0						Georgia (and Bank)	4,166,000		1,003,650			4,156,000	312,500		8,123,343	232.0					
30 Nov. '60	102.5			19	16	171		Macon and Western	1,500,000					1,500,000		12,296	1,658,976	102.5					
31 July '59	50.0			7	2	107		Muscogee	774,244	162,534				669,950	249,000		1,026,865	50.0					
1 May, '58	68.1			3	4	33		Savannah, Albany and Gulf	1,386,634	62,374				1,275,901	10,200	180,621	1,473,140	68.1					
31 July '60	106.1	100.8	16.2	18	22	201		South Western	3,770,425					2,921,900	396,500	19,913	8,822,918	106.1					
30 Sep. '59	138.0			52	24	705		Western and Atlantic	5,901,497	*				built and owned by State.			8,822,918	138.0					
								ILLINOIS.															
31 Dec. '60	220.0			32	36	647		Chicago, Alton and St. Louis	10,000,000					8,500,000	4,500,000		10,000,000	220.0					
30 Apr. '61	138.0		26.0	68	31	990		Chic., Burlington and Quincy	6,002,925	1,405,995	2,728,930			4,599,340	3,814,516		10,195,257	169.0					
31 Dec. '60	45.0			6	14	101		Chicago and Milwaukee	1,799,894	67,869	120,000			988,000	762,866	188,095	2,050,065	45.0					
1 Apr. '60	194.0							Chicago and North Western	9,344,863					2,000,000	7,869,034		9,344,863	194.0					
30 Jun. '60	181.8			58	57	960		Chicago and Rock Island	6,913,554	*	115,285			6,903,000	1,397,000		7,478,049	228.4					
10 Nov. '58	33.2							Fox River Valley	580,000					580,000			580,000	33.2					
31 Dec. '60	121.0	138.5	74.5	66	63	1,369		Galena and Chicago Union	8,040,565	1,311,916	319,903			6,028,300	3,524,000		10,469,355	261.3					
31 May, '61	175.0			18	22	201		Great Western	5,022,925					1,000,000	2,391,000			175.0					
31 Dec. '60	454.8	262.5		113	96	2,305		Illinois Central	27,195,391					15,654,980	15,672,240		33,221,720	708.3					
								Illinois River															
								Ohio and Mississippi	4,870,586	*				1,780,295	3,292,403			148.0					
								Peoria and Bureau Valley							600,000			oper. by Chic.					
								Peoria and Hannibal										oper. by Chic.					
31 Dec. '58	186.0			129.0				Peoria and Oquawka	5,400,000	*				1,569,889	2,200,000			186.0					
31 Dec. '58	100.0							Quincy and Chicago	1,978,556	*				800,000	1,200,000		2,000,000	100.0					
31 Dec. '58	1.0							Rock Island Bridge										oper. by Chic.					
31 Dec. '58	168.5	39.8	12.2	31	30	424		Terre Haute, Alton & St. Louis	7,008,958	623,487				3,026,908	5,055,615	741,040	8,865,253	208.3					
								INDIANA.															
								Cincinnati and Chicago	2,080,433	*				1,106,679	1,006,123			108.0					
31 Aug. '5																							

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending	Railroad				Equipment			Companies	Abstract of Balance Sheet										Earnings				Price of shares	
	Main Line	Lateral and Branch Lines	2nd Track and Sidings	Road in progress or projected	Engines	Cars			Property and Assets			Liabilities				Balance Total, incl. all other assets and liabilities	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains	Gross	Net	Dividends			
						Passenger	Freight, etc.		Railroad and Appurtenances	Rolling-Stock	Invested in foreign works	Share Capital paid in	Bonded and Mortgage Debt	Floating Debt	P. c.						P. c.			
M.	M.	M.	M.	No.	No.	No.																		
MAINE.																								
31 May, '59	36.5				4	4	21	Androscooggin	757,381	*		151,833	444,638	160,910	757,381	36.5			40,155	24,676				
31 May, '61	55.0				9	10	128	Androscooggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0			318,506	94,088		6		
30 Jun, '59	149.0				41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	645,741	150,225	6	78			
30 Jun, '59	125.5				46			Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	125.5			80,880	108,880				
31 Aug, '59	63.0	9.5	8.0		12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	72.5			164,516	81,696				
31 Dec, '59				14.0				Penobscot	328,412	*		180,497	300,000	75,000										
31 May, '61	54.7				4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566					
31 May, '59	51.3				11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000			1,500,000	51.3	141,664	208,299	104,029	6	101			
31 May, '59	37.0							Somerset and Kennebec	783,763	*		169,200	556,600					55,408	28,404					
31 May, '59	18.5			35.5				York and Cumberland	1,000,000	*		870,000	450,000	270,000	1,090,000	18.5								
MARYLAND.																								
30 Sep, '60	279.6	7.2			235	124	3,272	Baltimore and Ohio	21,314,042	3,004,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8			3,922,203	2,305,788	6	49		
30 Sep, '60	30.0				7	35	167	Washington Branch	1,650,000	*		1,650,000			1,650,000	30.0	187,427	462,880	290,840	9	100			
31 Dec, '60	138.0	4.0	16.4		41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,928	9,041,851	218.0			1,015,103	258,677		17		
MASSACHUSETTS.																								
30 Nov, '60	21.2		2.0		6	4	80	Berkshire	500,500	100,000		600,000			601,360	ope. rat. by	Housat.		42,000		7	96		
30 Nov, '60	26.8	1.8	43.6		31	26	666	Boston and Lowell	2,245,723	*		1,830,000	440,000	3,863	2,655,821	26.8			544,582	184,615	3	96		
31 May, '60	74.3	8.8	51.3		52	54	608	Boston and Maine	3,846,709	417,233	465,758	4,076,974	134,950	4,292,166	118.3	558,484		915,626	450,096			105		
30 Nov, '60	47.0	7.0	22.8		22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	162,720	46,647	3,717,704	54.0			685,631	349,487	8	109		
30 Nov, '60	44.6	24.0	59.2		30	59	205	Boston and Worcester	4,301,025	437,416	100,000	4,500,000		47,580	5,327,667	83.7	625,954	1,045,683	459,284			111		
30 Nov, '60	45.1	1.1	2.7		7	10	109	Cape Cod Branch	907,781	123,864		681,690	168,400	11,058	77,522	42.1			45,613	124				
30 Nov, '60	50.0	2.4	8.9		12	13	331	Connecticut River	1,614,385	187,558		1,591,100	242,000		1,928,264	52.4			297,096	153,154	8	80		
31 May, '61	44.1	30.5	24.4		28	47	429	Eastern	4,045,166	315,165	284,102	2,853,400	1,960,000		5,045,630	120.7	456,825	684,685	327,590	4	55			
30 Nov, '60	19.9	1.3	3.6					Essex	742,592	4,416		299,107	280,261	197,428	776,796		55,946	62,498	12,498			67		
30 Nov, '60	60.9	16.8	70.9		29	28	655	Fitchburg	3,190,851	350,149		3,540,000	100,000		3,860,729	67.7	337,451	632,565	272,299	6	98			
30 Nov, '60	14.0	2.4			8	3	87	Fitchburg and Worcester	236,558	40,228		214,296	62,900	300	333,884	26.4	37,245	52,971	23,537			97		
30 Nov, '60	24.9		2.0					Hampshire and Hampden	577,582			298,951	303,014	57,065	653,030	ope. r. by	N. H. & N. H.	28,791						
30 Nov, '60	12.4		2.3					Lowell and Lawrence	332,853	30,275		290,000	100,000		368,158	ope. r. by	B. and L. H.	12,650						
30 Nov, '60	14.6		17.1		12	12	324	Nashua and Lowell	558,920	95,683		600,000			172,511	251,683	72,097					110		
30 Nov, '60	20.2	1.6	1.0		7	16	140	New Bedford and Taunton	494,843	62,644		500,000		19,800	564,707	21.8	49,241	136,556	50,677	5	73			
30 Nov, '60	26.9		2.3		8		44	Newburyport	596,293	63,696		220,240	221,600	211,693	653,533	36.0	75,866	10,577	2,552					
30 Nov, '60	8.6			23.4				N. York and Boston Air Line	673,302	*		279,818	197,512	111,691		8.4	24,423	15,891					6	
30 Nov, '60	78.5	7.8	26.6		27	46	358	Old Colony and Fall River	3,434,164			3,015,100	107,000		3,122,100	78.5	413,017	642,406	316,185	6	104			
30 Nov, '60	18.6		0.7		1	2	1	Pittsfield and North Adams	432,430	11,247		450,000			450,000	18.6	33,160	45,169	26,769				6	
30 Nov, '60	43.4	1.0	14.9		19	18	308	Providence and Worcester	1,442,470	254,565	39,800	1,600,000	200,000		1,864,789	44.4		393,589	197,774				108	
30 Nov, '60	16.9		1.7		3	3	1	Salem and Lowell	396,987	82,543		243,305	225,900	316	470,521	ope. r. by	B. and L. H.	17,508					1	
30 Nov, '60	11.6		0.4		2		17	South Shore	462,167	39,426		259,685	160,000	2,391	513,112	11.6	25,529	59,570	16,711				97	
30 Nov, '60	21.9		1.0					Stockbridge and Pittsfield	448,700	*		448,700			450,000	ope. r. by	Ho. usat.	51,409						7
30 Nov, '60	11.1	0.6	1.3					Taunton Branch	250,000			250,000			250,000									100
30 Nov, '60	6.1			36.5				Troy and Greenfield	478,048			385,206	219,000	9,854	614,060	ope. r. by	T. and B.	5,835						40
30 Nov, '60	60.0	8.0	5.5		11	8	192	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880		3,516,865	77.0	101,326	211,899	75,810					11
30 Nov, '60	156.1	17.3	106.8		72	59	1,183	Western (incl. Alb. & W. S. etc.)	9,933,396	1,095,713	15,120	5,150,000	7,269,520	17,532	13,940,544	192.0		1,881,351	858,254	117.7				54
29 Nov, '60	45.7		9.3		10	8	149	Worcester and Nashua	1,187,935	140,982		1,140,000		979	1,403,436	45.7	180,153	229,332	102,604	6				
MICHIGAN.																								
1 Jun, '59	17.3				2	1	100	Bay de Noquet and Marquette																
30 Sep, '59	57.0							Chic. Detroit & Can. G. T. Junc.																
30 Sep, '59	188.0							Detroit and Milwaukee	3,270,623	647,596		2,950,000	4,250,000		9,008,369	188.0		365,038	144,270					
31 May, '61	284.8			183.0	98	85	1,334	Grand Rapids and Indiana	12,487,250	*	1,130,497	7,988,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	49				
31 Mar, '61	246.0	293.0		83	102	971		Michigan Central	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	437,886	19,176,790	539.0	1,592,877	2,075,459	1,035,629	21				
MINNESOTA.																								
30 Nov, '60								Minnesota and Pacific				600,000												
30 Nov, '60								Southern Minnesota				675,000												
30 Nov, '60								Minneapolis and Cedar Rapids				600,000												
30 Nov, '60								Minnesota Transit				500,000												
30 Nov, '60								Root River Valley							191,130									
MISSISSIPPI.																								
30 Apr, '60	236.0				25	22	336	Mississippi Central	4,966,022	756,292		2,000,961	2,554,732	895,092	6,331,899	236.0			584,342	328,092				
1 Oct, '59	71.4				27.8	7	4	Mississippi and Tennessee	1,254,894	159,018		798,285	456,949	275,060	1,974,444	69.7			176,462	116,433				
31 Dec, '58	63.2				60.4			Southern Mississippi	2,750,000	*		1,000,000	1,400,000			63.2			250,047	121,650				
MISSOURI.																								
30 Nov, '58	12.0				65.8	1		Carroll and Fulton	251,645	9,200		50,493	327,000	50,892	128,380	12.0								
31 Aug, '60	206.8							Hannibal and St. Joseph	12,384,134	*		1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's	961,856	487,333				80	
31 Jan, '61	168.8				16.8	68.0	22	191	North Missouri	6,469,890	496,254	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's	292,428	78,975					
28 Feb, '61	189.0				83.0	28	20	378	Pacific	9,959,077	626,357	3,364,336	7,013,000	674,569	18,614,439	189.0	327,708	683,644	277,629					
28 Feb, '61	77.0							South-Western Branch	4,201,216	</														

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Years ending	Railroad.			Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.						
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Passenger Cars.		Freight, etc.	Property and Assets.			Liabilities.					Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.	
									Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonds and Mortgage Debt.	Floating Debt.	Balance.									
M.	M.	M.	M.	No.	No.	No.	\$	\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.	p. c.			
NEW YORK.																								
30 Sep. '60				140.0	5	12	53	Albany and Susquehanna	648,221			507,987		46,139	554,098	ope. r. by Re. na. & S. arat.								
30 Sep. '60	32.9		3.3					Albany and Vermont	1,557,502	186,038		439,005	1,575,099	50,000	2,589,599	ope. r. by W. estern.								
30 Sep. '60	38.3		44.0					Albany and West Stockbridge	2,389,559			1,000,000	745,500	7,121	2,899,599	ope. r. by W. estern.								
30 Sep. '60	34.9		2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445		822,371	745,500		1,574,992	ope. r. by W. estern.								
30 Sep. '60	14.5		1.6					Blossburg and Corning	496,661			250,000	220,000		470,000	ope. r. by W. estern.								
30 Sep. '60	14.5		7.0					Brooklyn Central and Jamaica	546,372	40,247		448,750	86,000	42,102	575,852	ope. r. by W. estern.								
30 Sep. '60	24.7	0.9	23.4	5.5	158			Brooklyn City	926,356	335,870		1,000,000			130,000	ope. r. by W. estern.								
30 Sep. '60	142.0	14.9	18.5	28	32	402		Buffalo, New York and Erie	3,165,147		208,817	860,000	2,412,634	212,072	3,683,579	ope. r. by W. estern.								
30 Sep. '60	68.3	14.0						Buffalo and State Line	2,267,158	521,126		1,950,950	1,049,000	27,548	3,027,498	ope. r. by W. estern.								
30 Sep. '60	34.6	38.1						Cayuga and Susquehanna	719,050			243,500	300,000	75,550	719,050	ope. r. by W. estern.								
30 Sep. '60	17.4	2.1						Chemung	400,000			880,000	70,000		450,000	ope. r. by W. estern.								
30 Sep. '60	46.8	2.9						Elmira, Jefferson & Canand.	500,000			500,000			500,000	ope. r. by W. estern.								
30 Sep. '60	17.3	3.0						Hudson and Boston (West/rn)	175,000			175,000			175,000	ope. r. by W. estern.								
30 Sep. '60	144.0	115.1						Hudson River	10,618,078	1,182,372		3,788,466	9,107,000	182,106	15,000	967,065	ope. r. by W. estern.							
30 Sep. '60	84.0	2.5	10.8					Long Island	2,077,132	489,138		1,852,716	755,998	12,288	2,620,997	ope. r. by W. estern.								
30 Sep. '60	297.8	258.1	313.8					New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	ope. r. by W. estern.								
30 Sep. '60	446.0	19.0	282.5					New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	26,326,508	2,074,795	38,401,300	ope. r. by W. estern.								
30 Sep. '60	138.0	2.1	29.6					New York and Harlem	8,022,786			6,717,190	6,055,752		5,019,000	ope. r. by W. estern.								
30 Sep. '60	8.0							New York and Flushing	244,412	34,756		1,000,000			1,000,000	ope. r. by W. estern.								
30 Sep. '60	99.0							Niagara Bridge and Canand.	1,000,000			1,500,000	3,077,000		4,577,000	ope. r. by W. estern.								
30 Sep. '60	118.0	8.8	17.7					Northern (Ogdensburg)	4,809,856			396,340	213,500	4,875		396,340	ope. r. by W. estern.							
30 Sep. '60	35.9	2.2						Oswego and Syracuse	791,002			666,419	1,000,000	192,745		666,419	ope. r. by W. estern.							
30 Sep. '60	75.4	2.3						Potsdam and Watertown	1,537,509	62,517		610,000	140,000		750,000	ope. r. by W. estern.								
30 Sep. '60	25.2	2.0						Rensselaer and Saratoga	755,124	157,048		557,560	150,000	19,980		557,560	ope. r. by W. estern.							
30 Sep. '60	18.5	1.2	21.3					Rochester and Genesee Valley	654,021			10,305		61,213	71,518	ope. r. by W. estern.								
30 Sep. '60	18.0	1.0						Sackett Harbor, Rome & N.Y.	79,068			300,000	83,000			300,000	ope. r. by W. estern.							
30 Sep. '60	21.0	1.6						Saratoga and Schenectady	480,684			500,000	378,000	3,376		500,000	ope. r. by W. estern.							
30 Sep. '60	40.8	6.7						Saratoga and Whitehall	820,518	81,166		62,781	162,087	63,374		62,781	ope. r. by W. estern.							
30 Sep. '60	13.0	0.3						State Island	251,389	36,443		1,200,130	1,643,153	121,065		1,200,130	ope. r. by W. estern.							
30 Sep. '60	81.3	7.6						Syracuse and Binghamton	2,854,212			606,911	806,500	247,155		606,911	ope. r. by W. estern.							
30 Sep. '60	31.9	3.5						Troy and Boston	1,366,326	168,437		274,400				274,400	ope. r. by W. estern.							
30 Sep. '60	6.0							Troy and Greenbush	258,835	36,073		80,000				80,000	ope. r. by W. estern.							
30 Sep. '60	2.1							Troy Union	752,601			54,500	4,500		14,500		54,500	ope. r. by W. estern.						
30 Sep. '60								Warwick Valley	84,205			1,499,000	772,400	68,112		1,499,000	ope. r. by W. estern.							
30 Sep. '60	96.7	11.0						Watertown and Rome	1,948,640	327,304		1,545,225	400,000	276,372	2,419,401	ope. r. by W. estern.								
NORTH CAROLINA.																								
31 May, '60	94.9	6.4						Atlantic and North Carolina	2,157,503			1,545,225	400,000	276,372	2,419,401	ope. r. by W. estern.								
31 May, '60	94.9	6.4						North Carolina	4,235,000			4,000,000			228,0		4,000,000	ope. r. by W. estern.						
31 May, '60	97.0							Raleigh and Gaston	1,240,241			973,800	126,200		51,300	2,934,509	ope. r. by W. estern.							
30 Sep. '60	161.5	15.0						Wilmington and Manchester	2,632,737		232,900	1,130,470	1,046,000		51,300	2,934,509	ope. r. by W. estern.							
30 Sep. '60	161.9							Wilmington and Weldon	2,869,223		107,000	1,840,213	791,065	102,391	3,114,954	ope. r. by W. estern.								
15 Mar. '60	81.0	3.0						Western North Carolina	2,000,000		4,700	290,212		70,860	364,072	ope. r. by W. estern.								
OHIO.																								
31 Dec. '60	118.2							Atlantic and Great Western	613,231			866,989			77,294		866,989	ope. r. by W. estern.						
31 Dec. '60	137.0							Bellefontaine and Indiana	3,027,931		10,000	1,859,813	1,256,750	71,660	3,256,750	ope. r. by W. estern.								
31 Mar. '61	60.3							Central Ohio	5,379,508	922,670	106,133	1,626,356	3,073,000	1,126,458	6,810,432	ope. r. by W. estern.								
31 Dec. '60	30.0							Cinc. Hamilton and Dayton	2,648,296	604,892	68,747	2,155,800	1,356,000		3,708,592	ope. r. by W. estern.								
31 May, '61	318.1							Cinc. and Indianapolis Junc.								3,200	ope. r. by W. estern.							
31 Dec. '60	135.4	6.8						Cinc. and Indianapolis Junc.								320	ope. r. by W. estern.							
31 Dec. '60	67.0							Cinc. and Indianapolis Junc.								320	ope. r. by W. estern.							
31 Dec. '60	106.4	102.6	37.9					Cinc. and Indianapolis Junc.								320	ope. r. by W. estern.							
30 Nov. '60	102.2							Cinc. and Indianapolis Junc.								320	ope. r. by W. estern.							
31 May, '61	109.2	79.4						Cinc. and Indianapolis Junc.								320	ope. r. by W. estern.							
31 Dec. '60	61.4							Cinc. and Indianapolis Junc.								320	ope. r. by W. estern.							
31 Dec. '60	12.0							Cinc. and Indianapolis Junc.								320	ope. r. by W. estern.							
30 Nov. '60	54.5	10.4						Cinc. and Indianapolis Junc.								320	ope. r. by W. estern.							
31 Mar. '61	144.0	7.9						Cinc. and Indianapolis Junc.								320	ope. r. by W. estern.							
31 Aug. '60	26.6							Cinc. and Indianapolis Junc.								320	ope. r. by W. estern.							
31 Aug. '60	18.0							Cinc. and Indianapolis Junc.								320	ope. r. by W. estern.							
31 Dec. '60	46.0							Cinc. and Indianapolis Junc.								320	ope. r. by W. estern.							
31 Dec. '60	59.30							Cinc. and Indianapolis Junc.								320	ope. r. by W. estern.							
31 Aug. '60	32.0							Cinc. and Indianapolis Junc.								320	ope. r. by W. estern.							

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Gross.		Dividends.		
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.				
M.	M.	M.	M.	No.	No.	No.	No.														P. c.	P. c.	
PENNSYLVANIA, (Continued.)																							
31 Oct. '60	48.9		3.2	99.5	7	7	65	Pittsburg and Connelleville	2,724,803	81,136		1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690				
30 Jun. '61	467.5		68.7		104	80	1,201	Pittsburg, Ft. Wayne & Chicago	17,479,905		31,408	6,266,367	10,192,155	1,791,766	18,487,536	467.5	1,945,501	2,335,353	761,554			4	
30 Sep. '59	31.0			11.0				Pittsburg and Steubenville	1,947,462	*		1,221,277	280,000										
30 Sep. '59	64.0		3.0		7	7	26	Schuylkill and Susquehanna	1,258,700	*		1,258,700	97,000		1,355,700	54.0							
31 Mar. '61	23.0	1.2	2.0		4	1	445	Schuylkill Valley	573,616			568,150			573,616	24.5		34,501	29,604	34			
31 Dec. '59	148.0		20.0	140.0				Shamokin Valley & Pottsville	1,241,487	96,888	363,004	884,450	789,970	60,821	1,724,227			96,227	54,582				
30 Nov. '59	29.6	6.5	31.9		8	3	127	Sunbury (Phila.) and Erie	6,393,712	107,252		4,506,920	4,369,070	861,271	10,169,869	148.0		114,126	61,848				
30 Sep. '59	26.4		2.1		4	11	9	Tioga	703,349	85,932		97,550	396,000			29.6		83,072	47,007	6			
30 Sep. '60	78.0		6.0		16	8	128	Westchester and Philadelphia	1,410,638	74,677		682,170	944,169	52,434	1,679,301	78.0		125,597	4,502				
								Williamsport and Elmira	4,050,314	*		1,500,000	2,200,000	298,895		78.0	199,878	238,420	860,339			4	
RHODE ISLAND.																							
1 Jan. '60	50.0		2.0		12	17	103	N. Y., Providence and Boston	2,158,000	*		1,508,000				50.0	240,449	331,522	106,782	5	55		
30 Nov. '58	13.6		0.5		8		5	Providence, Warren & Bristol	434,698	1,598		287,917	109,937	88,139		13.6	25,514	23,005	1,278				
SOUTH CAROLINA.																							
31 Dec. '58	13.2	1.5		182.4	2		20	Blue Ridge	2,126,539			1,916,515	217,577		2,134,092	13.2							
31 Dec. '58	54.9			47.4	4	3	21	Charlotte and Savannah	801,615	34,372	250,000	706,365	106,266	197,905	1,099,536	51.9							
31 Dec. '58	109.6				13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000		1,099,536	109.6		283,263	151,536	6			
31 Dec. '58	40.3							Cheraw and Darlington	600,000	*		400,000	200,000			40.3							
1 Jan. '59	143.2	21.8						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546	2,919,554	143.2		341,190	125,871				
31 Aug. '58	22.5							Kings Mountain	196,230			200,000			200,000	22.5							
31 July '58	32.0							Laurens	543,403	*		400,000			575,729	32.0		27,568	8,527				
28 Feb. '59	102.0							North-Eastern	2,011,682	*		985,743	960,410	108,172	2,057,325	102.0		220,014	96,145				
31 Dec. '60	136.0	106.0			62	59	790	South Carolina									1,499,636	701,943	7				
31 July '58	25.1			41.9				Spartanburg and Union						2,643,833		25.1							
TENNESSEE.																							
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187				
1859				17.0	2		14	Edgemoor and Kentucky	857,947	*		333,204	612,000	60,900		30.0	29,845	9,359	7,486				
1859	30.0		1.8		12	10	171	East Tennessee and Georgia	8,637,367	*		1,289,673	2,020,000	200,000		140.0		318,718	187,466				
1859	140.0		8.0		19	10	128	East Tennessee and Virginia	2,310,033	166,264		536,654	1,902,000	890,407		130.3	150,142	297,808	3,149,167				
1860	271.6	19.4	20.0		43	37	607	Memphis and Charleston	6,866,578	878,009	129,364	3,809,949	2,659,000	200,112	7,627,797	271.6		1,636,096	873,597				
1859	271.6	16.0	20.0		9	5	242	Memphis and Ohio	2,259,287	141,144		570,000	1,361,000	145,000									
1859	100.0		30.6	55.8				Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000										
1859	59.0		40.1	7	6		119	Mississippi and Tennessee	1,137,400	*		798,285	554,049	319,518		59.0	69,870	177,256	60,029				
1859	47.4		2.3		4	6	46	Mississippi Central and Tenn.	892,710	82,008		317,447	632,500	22,369		47.4	54,175	83,129	44,696				
1859	34.2		7.9		12	2	51	McMinnville and Manchester	533,807	56,516		144,894	406,000	5,000		34.2	30,065	23,808	13,892				
30 Nov. '60	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,882			2,056,544	1,731,000			149.7	734,118	337,384	6				
1860								Nashville and Northwestern															
1860	45.8		4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		45.8	57,950	127,953	87,243				
1859	30.0		0.6	8.0				Winchester and Alabama				216,982	413,000	408,477		30.0		1,248					
TEXAS, (all aided by State).																							
-- '58	32.0			158.0				Buffalo Bayou, Braz. & Col'do															
-- '58	56.0			184.0				Galveston, Houston & Henderson															
-- '58	50.0		1.6	75.9	2	1	40	Houston and Brazoria	1,250,000	*		275,000	240,000			50.0	81,300	32,670					
1 May '60	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000		70.0	102,200	282,846	196,568				
-- '59	25.0			110.0				San Antonio & Mexican Gulf								25.0							
-- '59	28.0			754.0				Southern Pacific								28.0							
VERMONT.																							
31 May '61	90.7		8.6	19.6	8	8	163	Connect. & Passumpsic Rivers	1,514,132	193,422		1,280,400	800,000	60,589		90.7	118,219	183,750	92,683			80	
31 Aug. '60	119.6		13.0		26	19	600	Rutland and Burlington	3,989,708	617,743		2,233,376	3,172,550	579,119	6,385,046	119.6	349,440	384,268	113,318				
31 Aug. '60	62.0		4.0		10	6	174	Rutland and Washington	1,771,683	*		960,000				62.0	142,839	150,318	30,285				
31 Aug. '60	119.0		20.0		42	28	886	Vermont Central	8,402,056			5,000,000	3,863,000	1,423,299	10,276,299	166.0	706,517	775,569	127,727				
31 Aug. '60	47.0		2.8					Vermont and Canada	1,350,695			1,350,695			1,380,695	ope r. by Vt. Central						106	
31 Aug. '60	23.7		0.7		3	4	43	Vermont Valley	1,212,274	89,612		516,164	793,200		23.7	47,950	45,930	8,522					
31 Aug. '60	64.0	10.5						Western Vermont	1,083,500			332,000	700,000		1,083,500	ope r. b. Troy & Bost.							
VIRGINIA.																							
31 Aug. '59	41.8			122.1				Alex., Loudoun & Hampshire	1,492,104	42,000		1,403,018	56,188	88,131	1,534,194								
30 Sep. '59	77.8	8.9	8.8	106.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789		77.8	703,034	136,302	43,062				
30 Sep. '59	79.2		4.8		6	2	76	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months			54,121	16,332				
30 Sep. '59	103.5							Northwestern Virginia	6,322,150	*		468,605	5,719,229			103.5	345,427	248,004	loss				
30 Sep. '60	88.3	68.4	10.0		16	16	176	Orange and Alexandria	3,040,636	374,996		2,063,655	2,517,500	500,066		88.3	450,427	222,214					
30 Sep. '59	123.8	10.1			19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,390	1,851,500	292,842	4,745,256	133.4		410,166	201,344				

New York Stock Exchange.

Highest Sale Prices for the week ending Feb. 5.

Th. 23. F. 24. Sat. 25. M. 27. Tu. 28. W. 29.

FEDERAL STOCKS:—

U. S. 5s, 1871	79	79	79	79
U. S. 5s, 1874	79	78	78	78
U. S. 5s, 1865	88	87	88	89
U. S. 5s, 1881, reg.	89	88	89	90
U. S. 5s, 1882, cou.	89	88	89	90
U. S. 5s, 1887	89	88	89	90
U. S. 5s, 1868	89	88	89	90

STATE STOCKS:—

California 7s	80	80	80	80
Georgia 7s	67	67	67	67
Illinois Coupon bonds	81	81	80	80
Canal bonds	79	79	79	79
Indiana 6s	81	81	81	81
Kentucky 6s	61	61	61	61
Louisiana 6s	61	61	61	61
Maryland 6s	61	61	61	61
Michigan 6s	81	80	80	80
Minnesota 6s	81	81	81	81
Missouri 6s	42	41	41	41
Do. lsa. to H. & St. J. H.	50	49	49	49
New York 6s, 1866	99	99	99	99
North Carolina 6s	62	62	62	62
South Carolina 6s	62	62	62	62
Ohio 6s	95	95	95	95
Tennessee 6s, 1890	44	44	43	43
Virginia 6s	61	61	61	61

RAILROAD SHARES:—

Buffalo & State Line	62	62	61	61
Chicago, Burl. and Q.	62	62	62	62
Chicago and Rock Isl.	66	66	63	63
Clev., Col. and Cin.	105	103	103	103
Clev. and Pittsburg	16	16	16	16
Clev. and Toledo	42	40	41	41
Del., Lack. and West.	67	66	66	66
Galena and Chicago	67	66	66	66
Hudson River	39	38	38	38
Illinois Central (scrip)	61	60	60	60
Michigan Central	52	50	49	49
M. S. and N. I. guar'd.	41	40	41	41
M. S. and N. I.	21	21	21	21
Mil. and P. du Chien	20	21	20	20
M. and P. du C. 1st pref.	74	74	73	73
M. and P. du C. 2d pref.	54	53	53	53
New Jersey	120	120	120	120
New Jersey Central	119	118	118	118
New York Central	82	82	82	82
Erie	35	34	33	33
Erie pref.	58	55	55	55
Erie Assessment Scrip	88	88	88	88
N. York and Harlem	12	12	12	12
N. Y. and H. "pref."	31	30	30	30
Panama	113	112	112	112
Phila. and Reading	42	40	41	40

RAILROAD BONDS:—

Buff. N. Y. & Erie 1 M.	41	41	40	40
Ohio, and N. W. 1st M.	41	41	41	41
" " 2d M.	41	41	41	41
" " S. F. 87	84	84	84	84
Chl. & Tol. S. F. 7 p.c. '85	98	98	99	99
Chl., Bur. and Q. 8 p.c. '97	98	98	99	99
Chl. and R. I. 1st M. '70	98	98	99	99
D. L. & W. 1 M. S. p.c. '71-5	98	98	99	99
" 2 M. S. p.c. '81	93	93	93	93
Gal. and Ch. 1 M. S. p.c. '63	103	103	100	100
" 2 M. S. p.c. '75	103	103	100	100
Hann. & St. J. 1 M. S. 30	104	104	104	104
Hudson R. 1 M. 7 p.c. '69	104	104	104	104
" 2 M. 7 p.c. '60	84	84	84	84
" 3 M. 7 p.c. '75	84	84	84	84
" sink fund	84	84	84	84
Illinois Centr. 7 p.c. '75	93	93	93	93
" 6 p.c. '75	93	93	93	93
L. Erie & Wab. 1 M. 79	75	75	75	75
" 2 M.	43	43	43	43
La Crosse & Mil. L. G.	18	18	18	18
Mil. and P. du C. 1st M. 89	89	89	89	89
Mich. Cen. S. F. 8 p.c. '82	97	97	97	97
" conv. S. p.c. '69-100	100	100	99	99
Mich. Southern 1st M. 90	90	90	90	90
" 2d M. Ass.	85	85	84	84
" " S. F. 85	85	85	84	84
M. S. & N. I. 1 M. S. F.	87	87	87	87
" 2 M. S. p.c. '77	87	87	87	87
Northern Ind. 1 M. 90	87	87	87	87
" 2 M.	87	87	87	87
N. J. Central 1st M.	95	95	95	95
" 2d M.	95	95	95	95
N. Y. C. 6 p.c. certif. '88	102	102	102	102
" 1 M. 7 p.c. '64	104	105	104	104
" bonds 1870	104	105	104	104
N. Y. & E. 1 M. 7 p.c. '67	100	100	100	100
" 2 M. 7 p.c. '64	94	94	94	94
" 3 M. 7 p.c. '83	94	94	94	94
" 4 M. 7 p.c. '80-80	83	83	83	83
" 5 M. 7 p.c. '83-74	75	75	75	75
" conv. 7 p.c. '62	75	75	75	75
" 7 p.c. '71	75	75	75	75
" S. F. '75	101	101	101	101
N. Y. & H. 1 M. 7 p.c. '73	101	101	101	101
" 2 M. 7 p.c. '64	74	74	74	74
" 3 M. 7 p.c. '67	74	74	74	74

MISCELLANEOUS:—

Del. and Hud. Canal	92	92	92	92
Penn'a Coal Co.	88	88	88	88
Pacific Mail S. S. Co.	99	99	99	99

The following are the closing prices in the London Market on the 24th January:

United States 5s, 1874	68	68
Virginia 6s	46	46
Erie shares, ex assessment scrip	27	27
Erie shares, 7 per cent. preference	47	47
Erie shares, assessment scrip	14	14
Illinois Central 6s, 1875	74	74
Illinois Central 7s, 1875	76	76
Illinois Central \$100 shares, \$50 paid, dis.	44	44
Illinois Central, all paid	82	82
Michigan Central 8s, Convertible, 1880	80	80
Michigan Central Sinking Fund 8s, 1892, x.c.	80	80
Michigan South. and North. Indiana 7s, 1886	80	80
New York Central 6s, 1883	76	76
New York Central 7s, 1884	84	84
New York Central 7s, 1876	84	84
New York Central 7s, 1876	84	84
New York Central \$100 shares	68	68
New York and Erie 7s, 1887	85	85
New York and Erie, 2d mort., 1859, x.c.	83	83
New York and Erie, 3d mort., '83, assessed	78	78
New York and Erie Bonds, 1862, '71, '75	78	78
New York and Erie shares, assessed	78	78
Panama, 1st mortgage 7s, 1865	97	97
Panama, 2d mortgage 7s, 1872	97	97
Pennsylvania Central 6s	79	79
Pennsylvania Central 2d mortgage	82	82
Pennsylvania Central \$50 shares	27	27
Philadelphia and Reading \$50 shares	34	34

American Railroad Journal.

Saturday, February 8, 1862.

Share and Money Market.

The hesitancy in Congress upon financial affairs has caused a more active demand for money, and upon call, all new business is done at 6 and 7 per cent., with more scrutiny of collaterals. From New England there is more demand for paper, at 6 and 7 per cent. for short dated bills. The banks of this city are by no means rich, and are inclined to contract their operations and wait for Congress. The currency of business men is now mainly in demand notes, which cannot be used freely at bank, and are finding their way to brokers for sale at $\frac{1}{8}$ and $\frac{1}{2}$ per cent. discount.

The 7.30 per cents. are offered freely at 2 and $\frac{1}{4}$ per cent. discount for large and $\frac{1}{2}$ per cent. for small notes.

Gold closes at $3\frac{3}{8}$ premium selling, and $3\frac{1}{8}$ buying in small parcels by brokers.

Stocks are barely steady, and the market is supported mainly by the constant purchases of brokers, whose only hope of profit is in keeping prices firm, until some fortunate turn of affairs brings the public in to relieve them of their daily increasing burden.

The feeling in regard to the European news is that of gloom and uncertainty, nor is the aspect of affairs at Washington more satisfactory.

The Lykens Valley Railroad and Coal Company have declared a dividend of 7 per cent. out of the earnings of the year 1861, payable Feb. 8.

The interest coupons on the bonds of the New Jersey Railroad and Transportation Company due Feb. 1, will be paid at the Bank of Commerce.

The interest due February 1st on the first mortgage bonds of the Cleveland and Mahoning Railroad Company will be paid at the office of Messrs. Ward, Campbell & Co., No. 56 Wall st.

The Morris and Essex Railroad Company has declared a semi-annual dividend of three and a quarter per cent. The late dividend of the Bloomfield Railroad Company was also three and a quarter per cent. Both payable February 1.

The sale of the Terre Haute, Alton and St. Louis Railroad, which was to have taken place on the 7th of March, has been postponed to the 21st of the same month.

The Delaware Division Canal Company have

declared a dividend of three per cent. on their capital stock, payable on and after the 15th of February.

The Chicago, Burlington and Quincy Railroad have commenced the construction of a branch road, which is intended to connect with the Peoria and Oquawka road at Yates City, thence by way of Farmington and Canton to Lewiston. The grading is progressing, and the road expected to be in running order by the 1st of May next.

The Receiver of the Central Ohio Railroad has issued the following notice:

In obedience to a late order of the Circuit Court for the Southern District of Ohio, I will pay on presentation at my office in Zanesville, Ohio, the coupons on the first mortgage bonds of this company, maturing May 1, 1858, and August 1, 1858, in current funds, or in exchange on New York, payable in current funds as the holders thereof may require.

Railroad Earnings—Monthly.

The earnings of the Hudson River Railroad for January, 1862, were.....\$307,330 18
" 1861.....223,157 37

Increase.....\$84,172 81

The following statement shows the business of the Philadelphia and Reading Railroad Company for December, 1861, compared with that of 1860:

	1861.	1860.
Rec'd from coal	\$202,698 70	\$183,607 89
" " merch'dise	44,468 12	32,859 34
" " travel, etc.	81,057 59	26,564 82

Total.....\$278,219 41 \$249,032 05

Transportation, road-way, dumpage, renewal fund, and all charges.....122,785 85 120,619 49

Net profit for the m'th, \$155,433 56 \$128,412 56

The earnings of the Chicago and Rock Island Railroad for January, 1862, were.....\$97,253
Do., 1861.....106,180

Increase.....\$8,927

The earnings of the Cleveland and Pittsburg Railroad for the months of December and January have been as follows:

December, 1861.....\$105,120
" 1860.....68,980

Increase.....\$41,140

January, 1862.....\$84,858
" 1861.....62,208

22,650

Increase.....\$68,790

The earnings of the Galena and Chicago Railroad for January, 1861, were.....\$106,180
January, 1861.....97,253

Increase.....\$8,927

The following are the January earnings of the Buffalo, New York and Erie Railroad Company:

January, 1862.....\$64,678 05
" 1861.....64,678 11

Increase.....\$27,989 94

	1860-1.	1861-2.
October	\$70,814 77	\$72,003 30
November	60,697 15	80,053 41
December	38,885 09	78,049 52
January	36,633 11	64,678 05

Totals.....\$205,030 12 \$294,679 28

205,030 12

Increase in four months.....\$89,649 16

Railroad Earnings--Weekly.

The traffic of the Great Western Railway of Canada for the week ending Jan. 31, 1862, was as follows:

Passenger	\$10,335 82
Freight and live stock	39,241 65
Mails and sundries	1,686 05

Total	\$51,263 02
Corresponding week of last year	39,278 00

Increase

The receipts of the Grand Trunk Railway of Canada for the week ending Jan. 25, 1862, were:	
9,272½ passengers	\$16,803 04
Mails and sundries	3,094 28
13,834 tons of freight and live stock ..	60,876 32

Total	\$80,278 64
Corresponding week, 1861	47,092 48

Increase

The Whale Fishery for 1861.

The New Bedford Standard publishes the annual review of the Whale Fishery for the past year, from which we extract the following particulars:

"The year has been characterized by a large diminution in the whaling fleet, the decrease having been larger than in any year since 1858. On the first of January, 1862, the number of vessels engaged in the business will be but 422, with a tonnage of 127,608 tons, a decrease, in four years, of two hundred and thirty-two vessels, and twenty-five thousand five hundred and forty tons. The decrease for the past year has been ninety vessels and thirty-one thousand one hundred and thirty-eight tons.

The ships fitted previous to 1858 having sailed at high cost, returning many of them with poor success, although many have brought in large cargoes, have, owing to the low prices, and in a great many instances the unwillingness to dispose of the batch at the ruling rates, proved ruinous to the owners. Ships fitted since that period have sailed at a greatly reduced cost, economy having been exercised both in the outfit and fitting of the vessel, so that the business has become more adapted to the price of our great staples. Still the price of Whale Oil is not high enough to pay for the expense of catching it, although Whalebone is greatly in excess of the price a dozen years since. Owing to the numerous substitutes for oil as an illuminating substance, Whale Oil has been driven pretty much from the market for that special purpose.

Sperm Oil, owing to the depression in the manufacturing interest, both in this country and Great Britain, is held at rather a low figure, but we think with the revival of business, which will surely ensue, it will rise to a profitable price, which should be about \$1 50 per gallon, to make the business a healthy one.

The vessels in port, an unusually large number, at this port alone there being 24 ships and 24 bargues, and at all other ports 39 vessels—a total of 87—are for the most part good vessels, the purchases made by the government of old vessels to be sunk for the blockade of Southern ports having pruned out those needing heavy repairs.

During the year six of the fleet have been lost at sea, six have been condemned in foreign ports, and three have been taken by privateers in the Gulf of Mexico.

There have been added to the service eight ships and bargues and one schooner, with a tonnage of 2,840 tons—all having been engaged in the whale fishery at other ports. At present this city has in the whale fishing business 257 ships and bargues and 1 schooner, with a tonnage of 87,128 tons—a decrease during the year of 31 vessels and 11,582 tons.

The imports of Sperm Oil for the year amount to 69,411 brls.; Whale Oil 186,297 brls.; and 1,125,-

874 lbs. of Whalebone. A decrease for the year of 3,825 brls. Sperm; 3,879 brls. Whale Oil; and 237,344 lbs. Whalebone.

The exports for the year have been 37,547 brls. Sperm Oil; 48,525 brls. Whale Oil; and 1,075,000 lbs. Bone; showing a decrease over last year of 5 762 brls. Sperm Oil, 35,525 brls. Whale Oil, and 248,770 lbs. Bone.

The stock of Oil and Bone in importers and speculators hands is as follows: 18,000 brls. Sperm Oil, 80,000 brls. Whale Oil, and 600,000 lbs. Bone.

The price of both Sperm and Whale Oil, and Bone have been lower than in 1860. The average prices during the year have been for the Sperm Oil \$1 31½ per gallon; Whale Oil 44½¢ per gal. and Whalebone 72½¢ per lb. for Artic, 68½¢ per lb. for Ochotsk, and 62½¢ per lb. for South Sea.

Statistics of St. Louis Trade for 1861.

	1860.	1861.
Tobacco, total receipts, hhds.	12,920	8,510
Tobacco, total sales, hhds.	6,473	6,786
Hemp, total receipts, bales.	68,841	28,568
Hemp, amt consumed, bales	37,070	not known.
Hemp, stock Jan. 1, bales.	2,400	775
Lead, total receipts, pigs.	238,719	11,250
Lead, amount consumed, pigs	131,000	70,000
Lead, stock January 1, pigs.	21,000	9,000
Flour, total receipts, barrels.	442,867	484,000
Flour, city manufactured.	839,265	694,110
Whisky, total receipts, brls.	117,275	72,790
Whisky, total manufactured.	11,000	6,000
Receipts.	Receipts.	
Wheat, bushels.	3,565,370	2,654,783
*Corn, bushels.	4,232,052	4,515,040
Oats, bushels.	2,135,247	1,735,157
Barley, bushels.	314,394	201,484
Rye, bushels.	176,912	117,080
Hay, bales.	152,325	114,745
Hides, number.	173,000	159,196
Wool, packages.	7,715	2,860
Beef, tierces.	360	4
Beef, brls.	3,785	925
Pork, casks and tcs.	15,219	11,352
Pork, brls.	121,033	116,445
Pork, boxes.	1,000	6
Pork, pieces.	876,627	751,313
Bacon, casks.	8,560	11,790
Bacon, brls. and boxes.	11,416	10,820
Bacon, pieces.	29,075	106,000
Lard, tcs.	30,607	27,231
Lard, brls.	14,875	12,877
Lard, kegs.	17,845	11,815
Tallow, pkgs.	5,045	3,130
Butter, pkgs.	27,686	24,062
Cheese, pkgs.	24,615	23,500
Sugar, hhd.	46,381	33,750
Sugar, pkgs.	21,606	8,069
Molasses, brls.	51,896	11,605
Coffee, bags.	109,420	91,850
Salt, sacks and bags.	400,576	72,238
Salt, brls.	36,487	71,451

* In the receipts of all articles above Corn, the wagon receipts are included. Of Corn, and all articles following, the receipts comprising the amounts received by boats and railroads only.

United States Sub-Treasury.

The following is an official statement of the business at the Office of the Assistant Treasurer, U. S., New York, during the month of January, 1862:

RECEIPTS.	
January 1, 1862, by balance	\$2,106,782 56
On account of—	
Customs	\$2,675,771 46
Patent Fees	4,070 55
Post Office Dep't. ..	215,673 08
Loans	14,866,132 80
Miscellaneous	1,031,253 28
	18,972,800 68
Total	\$20,899,583 24

PAYMENTS.	
Treasury Drafts	\$21,332,301 75
Post Office Drafts ..	250,698 86
	21,583,000 61

Balance, January 31, 1862

By balance, credit disbursing acc'ts. \$8,163,769 41
By receipts during the month

To payments

Balance

By balance credit, interest acc'ts. \$2,811,615 11
To payments

Balance

By receipts for customs in January, 1861

By do. in January, 1862

Decrease in January, 1862

By balance credit bullion and expense account for assay office

By coin received during the month

By fine bars received during the month

* Total

To payments in coin

To payments in fine bars

Balance

By coin in hand, in Assistant Treasurer's office

By coin in hand, Assay Office

By fine bars, Assay Office

By unparted bullion, Assay Office

By bullion at the mint for coinage

Total

Less due depositors

Balance

Less 6 per cent. Treasury Notes redeemed and to be reimbursed ...

Balance

Statement of business at the United States Assay Office at New York, for the month ending Jan. 31, 1862.

Deposits of gold:—

Foreign coins

Foreign bullion

United States bullion, (contained in gold)

Washoe

Total deposits, payable in bars. \$100,000

" " " in coins 70,000

Gold bars stamped

Transmitted to U. S. Mint, Philadelphia, for coinage

The Railroad System of Ohio.

The Cincinnati Gazette of 28th ult. contains a lengthy article upon the railroads of Ohio. It embraces the early history of the internal improvements of the State; their annual progress; a list of the roads now completed and in progress; those in the hands of receivers; and those that have been sold and re-organized. Tables are also given showing the capital stock, bonded and other indebtedness, cost, earnings, expenses, etc., etc,

We make the following extracts, reserving the tabular statements for a future occasion:

RAILROADS IN THE STATE.

The following is a list of the roads in Ohio, with the total length of the lines, miles in operation, miles in Ohio when all the proposed lines are completed, and number of miles now in operation within the State:

Name of Road.	Total length of line.	Miles now in operation.	Miles in Ohio—when completed.	Miles in Ohio now in operation.
Atlantic & Great Western...	243	243	243	243
Ashtabula and New Lisbon...	84	84	84	84
Bellefontaine and Indiana...	118	118	118	118
Central Ohio...	140	140	140	140
Cincinnati, Hamilt. & Dayton	60	60	60	60
Cin. & Indianapolis Junction	40	30	20	20
Cin., Wilmingt. & Zanesville.	162	131	162	131
Cleveland, Columbus & Cin.	135	135	135	135
Clev. and Columbus Branch (Delaware)...	6	6	6	6
Cleveland and Mahoning...	99	67	99	67
Clev., Painesv. & Ashtabula.	95	95	75	75
Clev. & Pittsburg (Main line)	101	101	101	101
Clev. & Pittsb. (River Divis.)	68	68	68	68
Clev. & Pittsb. (Tuscarawas Branch)	38	38	38	38
Clev. & Pittsb. (Carrollton Br.)	12	12	12	12
Clev. & Pittsb. (Hanover Br.)	1	1	1	1
Clev. & Toledo (North'n Div.)	104	104	104	104
Clev. & Toledo (South'n Div.)	88	88	88	88
Clev., Zanesville & Cincin.	114	61	114	61
Columbus and Xenia	55	55	55	55
Columbus, Piqua & Indiana	103	103	103	103
Columbus Branch (Covington to Richmond)	25	25	25	25
Dayton and Michigan	142	142	142	142
Dayton and Western	40	40	40	40
Dayton, Xenia and Belpre	63	16	63	18
Dayton & Cincinnati (Short Line)	53	53	53	53
Eaton and Hamilton	45	45	41	41
Fremont and Indiana	120	40	120	40
Greenville and Miami	47	47	47	47
Indianapolis and Cincinnati	110	110	20	20
Iron	47	47	13	13
Little Miami	65	65	65	65
Springfield Branch	19	19	19	19
Marietta and Cincinnati	276	173	276	173
Hillsboro' Branch	21	21	21	21
Parkersburg Branch	9	9	9	9
Michigan Southern (Main L.)	243	243	13	13
Monroe Branch	62	62	8	8
Three Rivers Branch	12	12	12	12
Air Line	130	130	62	62
Ohio & Mississippi (Eastern Division)	192	192	20	20
Pittsburg, Ft. W. & Chicago	467	467	271	271
Stenbenville and Indiana	118	118	118	118
Cadiz Branch	7	7	7	7
Sandusky, Dayton & Cincin.	154	154	154	154
Findlay Branch	16	16	16	16
San'ky, Mansfield & Newark	116	116	116	116
Huron Branch	9	9	9	9
Scioto and Hocking Valley	130	56	130	56
Springfield and Columbus	20	20	20	20
Springfield, Mount Vernon & Pittsburg	112	49	112	49
Toledo and Wabash	250	250	76	76
Twin Creek	6	6	6	6
Tiffin and Fort Wayne	102	75	75	75

Total miles.....5,094 4,088 3,993 3,024

ROADS PROJECTED AND IN PROGRESS.

The railroad system of Ohio is by no means complete yet, as will be seen from the following table of roads projected, and on many of which large amounts of work have already been done. There can be no doubt but that the next five, or

at furthest ten years, will see some of these lines in operation.

These lines are as follows:

	Miles.
Marietta to Wheeling (extension M. & C. R.R.)	75
Loveland to Cincinnati	25
Vienna to Dayton (branch M. & C. R.R.)	42
Cincinnati and Dayton (short line)	53
Glendale extension (Cincinnati, Wilmington & Zanesville)	31
Findlay to Union (extension Fremont & Indiana)	82
Youngstown to Newcastle (extension Cleveland and Mahoning)	20
Youngstown to Brooklyn (extension Cleveland and Mahoning)	12
Indianapolis & Cincinnati (independent exten.)	20
Eaton & Hamilton (exten. to Ham.)	2
Twin Creek (Carlisle to Miamisburg)	6
Hamden to Newark (extension Scioto & Hocking Valley)	80
Millersburg to Zanesville (extension Cleveland, Zanesville and Cincinnati)	38
Atlantic & Great Western (Dayton to Penn. State Line)	243
Covington to Richmond (extension Columbus, Piqua and Indiana)	25
Ashtabula and New Lisbon	84

Total miles.....838

There are perhaps half a dozen other lines projected or talked about, but as there is no prospect of any of them ever being built, it is unnecessary to refer to them here.

The completion of the above lines is indispensable to secure the full advantages contemplated in the construction of the roads of which they form parts.

For instance, the Marietta and Cincinnati Railroad will never be independent and in a position to demand and obtain its rights of the Baltimore and Ohio Railroad, until it has its line extended from Marietta to Wheeling, which would give it an outlet by either the Baltimore and Ohio Railroad or the Pennsylvania Central, and enable it to choose whichever connection should prove most advantageous for it. Upon this line a large amount of work had been done when its further prosecution was suspended in 1854.

Again, without a line of its own from its western terminus at Loveland to Cincinnati, it must always be dependent upon and at the mercy of the Little Miami Company, besides having to pay a heavy rent to that road for the use of its track between Loveland and Cincinnati, and of its depots at both those points. The proposed extension of its road from Vienna to Dayton, would give it a direct connection with the roads leading into Indiana and the other Western States, and would bring to its main line a considerable amount of business, as this would then be the shortest route from Indianapolis to Baltimore and Washington.

The completion of the Cincinnati and Dayton Short Line is only a question of time. The rapidly increasing business of the Cincinnati, Hamilton and Dayton Railroad, and of the lines leading from Dayton to the Lake and the Northwest, will compel the building of this line at no distant day. We should not be at all surprised to see this project again taken hold of, as soon as our political troubles are over, and prosecuted to an early completion. Several hundred thousand dollars have already been expended upon this road and upon the tunnel through which it is to gain access to the city.

The Fremont and Indiana Railroad is now open from Fremont to Findlay, and a large amount of work has been done on the balance of the road. This road must be completed to Lima, the intersection of the Dayton & Michigan and Pittsburg, Fort Wayne and Chicago Railroads, to render that portion already built of any value. Its further extension to the State line is a matter of doubt. This road has changed hands within a few weeks past, and is now known as the Fremont, Lima and Minnesota Railroad.

The completion of the Cleveland and Mahoning Railroad from its present eastern terminus at Youngstown to Newcastle, will also be carried forward as soon as times improve. A proposition has been made by this Company to construct a branch road from Youngstown to the coal fields of Hubbard and Brookfield, a distance of some twelve miles. The Railroad Company propose to iron and equip the road, provided the necessary stock can be raised to grade and make the road ready for laying the track. This proposition has, we believe, been acceded to, and arrangements are now being made to survey and locate the line.

The construction of an independent entrance into Cincinnati, for the Indianapolis and Cincinnati Railroad, along the line of the Whitewater Canal, is in contemplation, and we expect to see this work prosecuted at some future day.

It will give Cincinnati the advantage of an additional through line to St. Louis, for by the terms of the agreement by which the Indianapolis and Cincinnati Railroad uses the third rail on the Ohio and Mississippi track from Lawrenceburg to Cincinnati, the forming of such a line is prohibited.

The construction of this line would be of great importance to that road, enabling it to reach the heart of the business portion of the city and would tend to the increased prosperity of Cincinnati.

The Eaton and Hamilton Railroad now uses two miles of the track of the Cincinnati, Hamilton & Dayton Railroad in reaching Hamilton, on which it pays a rental of \$10,000 per annum. This road has long had in contemplation the building of these two miles, so as to enable it to reach Hamilton independent of the Hamilton and Dayton road. Should this road, which is seriously embarrassed, be re-organized upon a new basis, of which there is some talk, this link would undoubtedly be built. Until it can reach Hamilton on its own rails and connect with the canal at that point, it must always remain dependent upon the Hamilton and Dayton managers.

The completion of the Scioto & Hocking Valley Railroad from Hamden to Newark is doubtful while that road remains in its present embarrassed condition and under its present organization. When the road shall have passed into the hands of the first mortgage bondholders, which it is destined to do, there will then be some prospect of its being finished.

A large amount of work has been done upon the Atlantic & Great Western road, and it has been progressing slowly with the intention of completing the line to Akron by another summer.

The President of this road, in his annual report to the stockholders in 1861 says: "The death of Mr. Doolittle, the contractor, in August, 1860, was a serious obstacle to the prosecution of the work. A new contract was, however, entered into with James McHenry of Liverpool, England, by the terms of which contract the company agree to pay him a stated sum per mile for the construction and equipment of the entire road to Dayton, making a reduction as per estimate provided for work already done. Two-thirds of this to be paid in first mortgage and one-third in second mortgage bonds or stock at the option of the contractor. The contractor is bound to proceed with diligence to complete the work, and provision is made for its completion to Akron, Galion and Dayton successively."

The work under the new arrangement was entered upon on the 1st of June, 1861. The President expresses confidence that the contracts will be performed according to their tenor, and the entire work completed within a reasonable time.

The Cincinnati and Indianapolis Junction Railroad from Hamilton, Ohio, to Connersville, Indiana, is being rapidly rushed forward. The road is now running to Liberty, 30 miles from Hamilton. The balance of the road is graded and ready for the iron, and about 800 tons of rails are now on the ground ready to be laid, and sufficient iron to complete the road to Connersville is on the way from the East. The track-layers are at work, and it is expected to have the road running by next April.

FINANCIAL CONDITION OF OHIO ROADS.

While Ohio has thirty-four railroads in operation, representing a capital of one hundred and fifty millions of dollars, there are nevertheless only four that pay dividends on their capital stock, and but eight that pay interest on their bonded and little or nothing on their floating debt.

Three roads, the Marietta and Cincinnati, Pittsburgh, Fort Wayne and Chicago, and the Springfield, Mount Vernon and Pittsburg, have passed through the hands of receivers during 1860 and 1861, and have been sold by order of Court. The first two were bought in by trustees representing the bondholders, stockholders and other creditors, and have been reorganized upon a new basis, and the latter road, which was also bought in by a trustee for the first bondholders, has since been sold at a private sale to the Cleveland, Columbus and Cincinnati Railroad, and will hereafter be operated by that road as a feeder to its main line.

Nine other roads are now in the hands of receivers appointed by State or Federal Courts, upon the application of bondholders or other creditors. Several other roads are in no better financial condition, and will ere long have to pass into the hands of those having the first liens upon them. Shareholders have little or nothing to hope for from their investments in some of these roads, and they might as well yield now as at any future time. Many of these roads are so loaded down with debts, that there is no hope for their recovery. Those operated by receivers are, as a general thing, indifferently managed. Many of them are also becoming dangers as public thoroughfares, and as a matter of public policy it is important that they should be reorganized.

ROADS OPERATED BY RECEIVERS.

The following are the roads now operated by receivers, appointed by State or Federal Courts, with their capital, cost of road, and equipment, floating and bonded debts:

	Capital Stock.	Cost Road & Eqpt.
Cleveland & Pittsburg	\$8,845,436	\$9,003,809
Central Ohio	1,627,907	6,687,287
Steubenville & Indiana ..	1,906,736	4,772,951
Ohio & Mississippi	6,584,681	17,870,846
Columbus, Piqua & India.	750,000	2,555,000
Eaton & Hamilton	453,450	1,403,020
Scioto & Hocking Valley.	403,975	1,003,975
Cincinnati, Wilmington & Zanesville	2,441,176	6,250,841
Cleveland, Zanesville & Cin.	369,673	1,574,693
Total	\$18,383,034	\$61,121,922
	Floating Debt.	Bonded Debts.
Cleveland & Pittsburg	\$653,821	4,307,000
Central Ohio	1,126,458	4,365,800
Steubenville & Indiana	466,215	3,600,000
Ohio & Mississippi	2,330,030	9,870,000
Columbus, Piqua & Indiana	205,000	1,600,000
Eaton & Hamilton	152,694	757,734
Scioto & Hocking Valley ..	50,000	550,000
Cincinnati, Wilmington & Zanesville	228,973	2,241,000
Cleveland, Zanesville & Cin.	630,562	575,500
Total	\$5,843,753	\$27,867,034

PLANS FOR THEIR REORGANIZATION.

All of these roads have plans or schemes for reorganization and capitalization, but owing to the many conflicting interests, none of them have so far availed themselves of the law passed at the last session of the Legislature for the relief of embarrassed and bankrupt roads, and for the sale and reorganization of the same.

We are aware that it is a complicated piece of work to unite upon a plan that will satisfy the conflicting interests of creditors and proprietors, and this is in a great measure the cause of the apathy on the part of stockholders in not looking to their interests in season. In most cases the work of reorganization is delayed until the courts force the managers to move for their preservation. It is, however, generally too late, for the embarrass-

ments are such that they are left without resources or credit.

To render these transformations permanent, a different system of reorganization is necessary. There are too many claims of creditors, involving too many interests. It would be preferable that only two should exist, and this can only be done by capitalizing, or in other words, putting the old and preferred stock, the floating debt as far as practicable, and all mortgages and unsound bonds, beyond the first lien, into a common stock, upon an equitable basis. This is the only safe plan, in our opinion, and the only reason why it has not been adopted is because it involves more trouble and labor to perfect it, but when once done the property is not only safe from litigation, but is a better security, and will be more productive, because it is more available than in the form of second, third and fourth mortgage bonds.

The share capital of our Ohio roads amounts to some \$75,000,000, over half of which will be wiped out within the next ten years, unless a seasonable effort is made to save it. The owners of these shares, especially those that have been unproductive from the start, should look to this important subject in time. There are many ways in which bankruptcy can be arrested, and the vast sums expended in their construction saved. This can only be done by keeping clear of floating debts, and retaining a surplus in cash from the income of the road, to form the nucleus of a fund that will sink the debt at or before maturity.

ROADS THAT HAVE RE-ORGANIZED.

The Marietta and Cincinnati Railroad which was the first road, we believe, to pass through the hands of a receiver appointed by Court, has reorganized upon somewhat such a plan as we have indicated above.

This road was placed in the hands of a receiver in December, 1858, and so continued until February, 1860, when it was sold by order of Court and was bought in by trustees representing the foreign bondholders who had agreed upon a plan of capitalization.

The old company had an outstanding debt secured by mortgage of

First mortgage bonds	\$2,500,000
Second do	2,000,000
Third do	1,500,000
Unsecured debts	2,500,000
Stock	3,500,000
	\$12,000,000

which with interest over-due made about \$13,000,000. To save the road and insure means to complete it, a scheme was devised to which all creditors assented. This scheme proposed the appointment of trustees to buy the road, who should issue new stock to the parties in interest, as follows:

Preferred 6 per cent. stock to the first and second mortgagees for the full amount of their 7 per cent. bonds, and for the money necessary to finish the road, which they were to advance; preferred 6 per cent. stock to the third mortgagees to half the amount of their claims and common stock to the general creditors and stockholders to the amount of \$1,500,000 to be apportioned so as to give to the creditors double the per centage given to the stockholders.

The first and second mortgagees to advance the money to finish the road and to pay certain claims of employees and others ordered by Court to be paid out of the purchase money. By the sale the debt was reduced from \$13,000,000 to a little over \$8,000,000, all the stock, bonds and mortgages were wiped out, and the value of the property is represented entirely by capital stock, as follows:

First preferred stock	\$3,632,600
Second do	2,816,450
Common or deferred stock	1,850,000
	\$8,299,050

A special law was passed by the Legislature at its session in 1860, which provided that, in case the road was sold and the sale confirmed, all the

privileges and franchises of the old company should pass to and be vested in the purchasers, legalizing the transfer of the charter to the new company, and authorizing the re-organization of the same, and, in order to guard against further embarrassments, the same law prohibited the directors from incurring any debt or loan without the concurrence of two-thirds in value of the stock, represented at a meeting convened for that purpose.

The Pittsburg, Fort Wayne and Chicago Railroad was placed in the hands of a receiver during 1859, and was continued under such management until October, 1861, when the road was sold by order of Court, and was bought in by trustees appointed to carry out a plan of re-organization, which had been previously agreed upon by the different classes of creditors. The reorganization was effected under special enactment of the State Legislatures of Pennsylvania, Ohio, Indiana and Illinois. Under this plan the Ohio and Pennsylvania, Ohio and Indiana and the Fort Wayne and Chicago Railroads, first mortgage bonds and secured interest became merged in a new issue of \$5,350,000, seven per cent. sinking fund bonds, secured by a first mortgage over the whole road, equal to \$11,000 per mile.

A second mortgage of like amount secures bonds to be awarded to the holders of the present second mortgage bonds of the old companies, and a third mortgage of \$2,000,000 will secure the interest on bonds to be given to the holders of the old real estate bonds, and other classes of old indebtedness. The interest on the bonds to be issued under this third mortgage, will only be paid in case the earnings of the road prove sufficient for the interest and sinking fund for the first and second issues. Stock for \$8,000,000 will only draw six per cent. dividends, the balance of the net earnings going to reduce the first issue of the bonds. This re-organization is just now being perfected.

The Springfield, Mt. Vernon and Pittsburg Railroad, has also passed through the hands of a Receiver, and was sold by order of Court in June, 1861. The shareholders paid \$1,000,000, the bondholders were creditors to the amount of \$1,050,000, and the floating debt was \$400,000. At the sale this road was bid in by a trustee for the first mortgage bondholders, and brought \$125,000. This, of course, paid but a small dividend to the bondholders, while the stockholders and floating debt creditors were wiped out.

The road has subsequently been sold to the Cleveland, Columbus and Cincinnati Railroad for \$140,000, of which \$100,000 was to be paid January 20th, 1862, and the balance in bonds having fifteen years to run, with interest at 7 per cent., secured by a mortgage on the said road.

These are the only three roads among the list of embarrassed ones in this State that have been sold, and re-organized, the first two by capitalization, and the latter by an outright sale to third parties. Other roads in the State must soon follow their example.

SUMMARY OF BUSINESS OPERATIONS.

The following summary is made up from the tables which follow. It is impossible to present the exact figures of the roads in Ohio, without including those portions of Ohio lines which extend into adjoining States. Of these the following are partly in and partly out of the State, so that a fair view of them cannot be presented without including the whole; viz:

Cleveland, Painesville and Ashtabula 20 miles in Pennsylvania; Indianapolis and Cincinnati, 90 miles in Indiana; Pittsburg, Fort Wayne and Chicago, 173 miles in Indiana, Illinois and Pennsylvania; Michigan Southern, 464 miles in Indiana, Michigan and Illinois; Toledo and Wabash, 174 miles in Indiana; Ohio and Mississippi, 172 miles in Indiana; Cincinnati and Indianapolis Junction, 20 miles in Indiana; Dayton and Western, and Indiana Central, 67 miles in Indiana.

These lines have 576 miles within the limits of the State.

The summary of the tables is as follows:

Total length of miles.....	4,088
Number of miles in the State.....	3,084
Capital.....	\$77,807,608
Cost of road and equipment.....	153,000,491
Bonded debt.....	78,949,943
Floating debt.....	10,515,722
Number of locomotives.....	759
" baggage cars.....	182
" passenger cars.....	594
" freight cars.....	9,754
" passengers carried, 1860-61.....	4,684,678
" tons freight.....	4,235,860

GROSS EARNINGS.

Passengers.....	\$5,368,136 21
Freight.....	9,472,174 36
Mail.....	593,224 27
Express.....	217,174 73
Other sources.....	521,575 76

Total earnings.....	\$17,172,285 33
Operating expenses.....	10,040,717 48

Net earnings.....\$7,131,567 85
—or 41½ per cent of gross earnings.

The gross earnings were equal to \$4,121 02 per mile, which would make the earning of the miles within the State about as follows..\$12,474,327 54
Operating expenses.....7,293,769 39

Net earnings.....\$5,180,658 15

The following is a comparative statement of the gross earnings, expenses, and net earnings of Ohio railroads for the past four years:

	Gross earnings.	Expenses.	Net earnings.
1860-61.....	\$17,172,285	\$10,040,717	\$7,131,568
1869-70.....	15,324,231	9,246,457	6,087,774
1868-69.....	14,441,709	8,292,328	6,149,381
1867-68.....	15,048,908	7,881,520	7,167,383

Increase of Bank Capital in Massachusetts.

In the year 1851, the banking capital of Massachusetts amounted to thirty-eight million two hundred and sixty-four thousand dollars. The number of banks in Boston at that time was thirty; out of Boston one hundred. Since that time fifty additional banks have been chartered by special enactment of the Legislature, and seven have been incorporated under general banking laws. Sixteen were incorporated at a single session in 1853, and twenty at the next session in 1854. Of the banks which were in operation in 1851, four have been discontinued, viz: the Manufacturers Bank, in Georgetown, by expiration of charter; the Cochituate Bank and the Grocers' Bank, in Boston; and the Western Bank, in Springfield, by injunction. So that the actual increase in the number of banks for the ten years, from May, 1851, to May, 1861, has been 51—14 in Boston, 37 out of Boston. The increase of capital during the same period has been \$29,054,200.

Besides the addition of fifty-one banks to the number in operation in May, 1851, there are also forty-eight more savings banks than were then in existence (as the whole number is now ninety-three), making in all ninety-nine more institutions than in 1851. The increase of deposits in savings banks since 1851 has been more than twenty-nine million dollars.

The gross amount of capital, held both by the banks and the savings banks, at the present time, is upwards of one hundred and twelve millions of dollars—being more than twice as large as it was in 1851.—*Boston Transcript.*

RENSELAER POLYTECHNIC INSTITUTE, TROY, N. Y.

THE seventy-sixth semi-annual session of this well-known Institution for instruction in the Mathematical, Physical and Natural Sciences, will commence on Wednesday, Feb. 19th, 1862. A full course in Military Science is now in progress. Graduates of the Institute find no difficulty in obtaining very desirable positions as Civil, Naval and Topographical Engineers. The Annual Register, giving full particulars, can be obtained of Prof. CHARLES BROWN, Director.

612

N. S. S. BEMAN, President.

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1,200 TONS BEST QUALITY WELSH
RAILS—T pattern—53 lbs. per lineal yard,
for sale by
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20th, 1862.—The Transfer Books of this Company will be closed at the close of business on Saturday, the first day of February next, and will be re-opened on the morning of Monday, the twenty-fourth day of February next.
JOHN V. L. PRUYN,
Treasurer pro tem.

Reverse Acting Tumbler LOCKS

For Railroad and other Purpose,
MADE to order and with different keys if desired,
One Thousand Dollars has been offered by the
inventor to any person who will pick one of their locks or
get it out of order by any ordinary usage.
Orders filled, samples and prices furnished by applica-
tion to the Sole Agent of the Manufacturer.
New York, January 4, 1862.

3m2 GEO. T. M. DAVIS,
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5 Locomotives, 4 ft. 8½ in. gauge.
50 House Freight Cars, that have had but slight use.
The above are at Chicago, Ill.
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ARE the best and cheap-
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WITH PURE, SOFT AIR
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Greatest Fuel Savers in the World:

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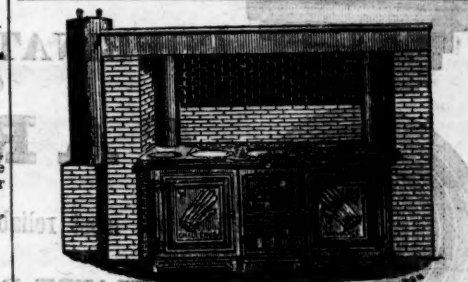
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Fire may be kept all winter with an aston-
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This range, already very popular, has the LARGEST
OVENS of any in the market; BAKES PERFECTLY,
never failing to brown at the bottom; BOILS, ROASTS and
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extraordinary ECONOMY OF FUEL, which may be
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DEPOTS and SHOPS, and all places
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Beware of imitations that are infe-
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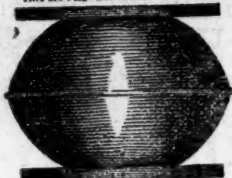
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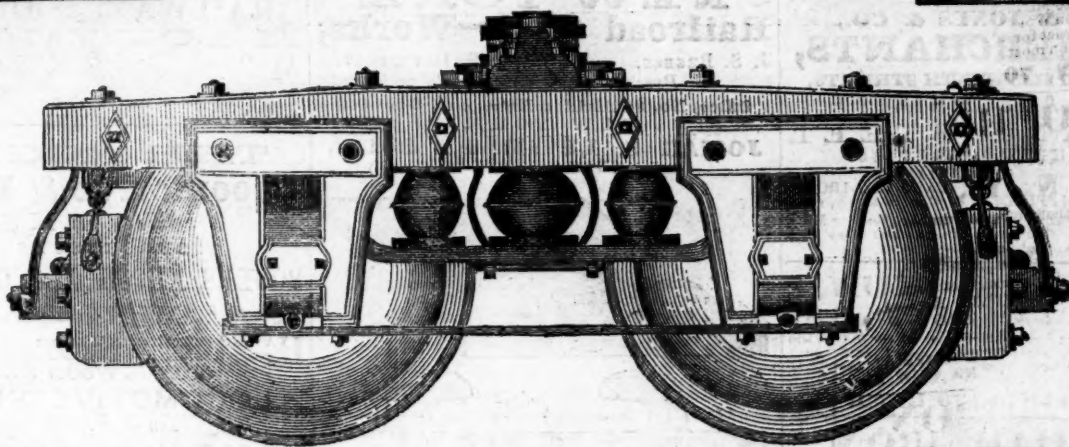
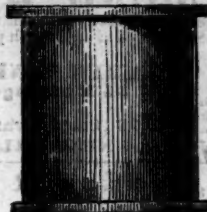


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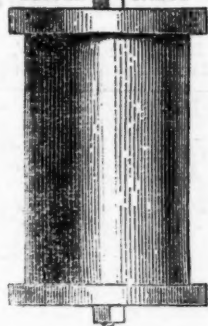
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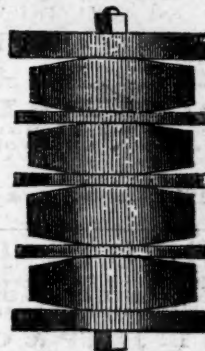
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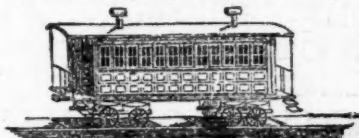
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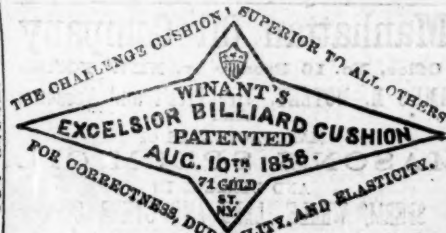
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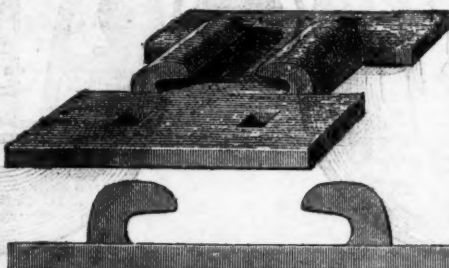
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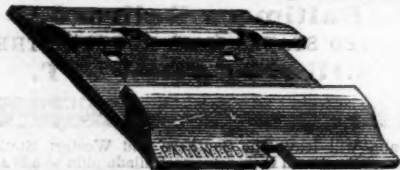
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